AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVI., No. 13.] SATURDAY, MARCH 26, 1870. [WHOLE No. 1,771, VOL. XLIII.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Baltimore Bridge Company.....341
Baltimore and Ohio Railroad.....341
New York Arcade Railway.....343
Journal of Railroad Law.....344
Commerce of New York.....345
Railroad Earnings.....347
Federal and State Securities.....348
Dividend and Interest Tables.....346; 349
Railroad Share List.....354
Stock Exchange and Money Market.....361
Chesapeake and Ohio Railroad.....363
Finances of Virginia.....363
McKay Iron and Locomotive Works.....366
Illinois Central Railroad.....366

American Railroad Journal.

New York Saturday, March 26, 1870.

Baltimore Bridge Company.

This enterprising Company, amongst its other large works, has recently erected on the New York and Oswego Midland Railroad, across the gorge of Lyon Brook, near the town of Norwich, Chenango county, New York, the most extensive Wrought Iron Viaduct yet constructed in this country. It is 820 feet in length and 155 feet from the bed of the stream to the rails. The bents of this high trestle-work are placed 30 feet apart from centre to centre, upon stone pedestals.

The bent legs are composed of tiers of Phœnix Wrought Iron Columns, standing in cast-iron shoes and connected by cast-iron joints, until grade is reached, where they are capped with a cast-iron head, prepared to receive the superstructure, which sustains the track.

This superstructure is in spans of 30 feet each, reaching from bent to bent of the trestle.

The chords of the superstructure are of wood, and the longitudinal struts stretching from joint to joint are also of wood. These are of wood to avoid the evils arising from expansion and contraction in so long a structure.

All else is of iron, including the cross-strutting and rod-bracing longitudinally, and across which binds the whole structure together.

In the centre of this trestlework swings a wrought iron channel span of 100 feet, 155 feet in the air, on the Fink Suspension principle.

The whole structure, at a little distance, looks like a vast cobweb, and on December 24th, when opened for the passage of the first trains, three thousand people assembled to witness the event. As the engine reached the channel-span and rested a moment over the gorge, the excitement was intense, and as she proceeded on her way unharmed, the crowd dispersed, with a sigh of intense relief at the safe passage of the great bridge.

In addition to this Viaduct, the Baltimore Bridge Company has constructed within the past year seven other Wrought Iron Viaducts—six on the short line from Cincinnati to Louisville, and one on the Nashville and Chattanooga, varying from 300 feet to 750 in length, and from 40 feet to 105 feet in height.

These Viaducts have been Patented by the Baltimore Bridge Company, and must become very much used, from their admirable adaptation to the economical crossing of deep valleys or long flats when masonry and embanking is very expensive, if at all possible.

The celebrated High Bridge, on the South Side railroad, Virginia, is about to be rebuilt in wrought iron by this Company, thus placing a substantial and permanent structure in the place of the present wooden bridge.

This structure will consist of 21 spans of 112 feet each, at a height of from 110 to 120 feet above the valley. The style of truss to be used in this bridge will be the Fink Suspension.

As the present brick piers only come within 23 feet of grade, the elevation will be made up with strong wrought iron piers, springing from the summit of the brick work.

This will, when finished, make one of the finest wrought iron viaducts in the country from its great height and length, which is nearly one-half mile. The erection of this bridge will make the South Side railroad, forming as it does the central link in the chain of roads from Norfolk to Bristol, one of the safest and most delightful routes from the seaboard to the Southwest.

It will also enhance the value of the first preferred mortgage eight per cent. bonds of the Company, which, even at the present price of gold, make most attractive investment, and as safe as attractive, from the fact that the present able administration is enhancing every day the value of the property by ballasting the line thoroughly with stone, laying new track out and out, putting up permanent wrought iron structures in place of the old wooden ones, and supplying the ever-increasing traffic of their great through line with new rolling stock and first-class equipments.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending September 30, 1868 and 1869:

MAIN STEM, INCLUDING THE WINCHESTER AND POTOMAC AND WASHINGTON CO. BRANCHES.

Earnings:	1868.	1869.
From passengers	$1,451,513 60	$1,246,919 48
Tonnage	6,107,130 91	7,477,996 26
Total	$7,558,644 51	$8,724,915 74
Working expenses:		
Transportation exp.	$1,317,388 82	$1,505,218 85
General expenses	70,054 73	61,213 84
Losses by accidents	17,827 08	54,862 82
Repairs of railway	1,261,513 63	1,514,479 26
" locomotives	606,753 11	665,742 87
" burden cars	423,089 68	556,088 92
" pass. cars	104,695 50	117,257 40
" stationary machinery	147,237 86	125,478 11
" depots	265,406 85	363,651 43
" water stat'ns	45,829 77	54,320 70
" bridges	343,235 45	279,495 96
" telegraph	11,454 95	9,491 96
Fuel, preparing, etc.	281,223 93	285,598 34
Cleaning engines and cars	79,913 37	82,944 12
Pumping water	15,848 99	14,169 69
Watching cuts, tunnels and bridges	54,682 10	58,739 35
Contingent expenses of machinery department	9,292 91	7,352 84
Total	$5,054,448 73	$5,756,106 46
Net earnings	$2,504,195 78	$2,968,809 28

It is shown that the earnings, in comparison with the fiscal year 1868, have increased $1,166,271 23, and the working expenses have increased $701,657 73—making a comparative increase in net profits of $464,613 50. Compared with the fiscal year 1867, the increase of earnings being $1,282,231 64, and the increase of working expenses $1,379,840 60, the decrease of net profits amounted to $97,608 96.

The ratio of expenses to earnings was in 1867, 58.79, in 1868, 66.86, and in 1869, 65.97.

During the fiscal year 1868-'9, the sinking fund

for the redemption of the city loan increased to $1,201,438 82—showing a gain of $61,784 42.

Dividends of 4 per cent. each upon the capital stock were paid on the 23d of October, 1867 and 1868, and the 30th of April 1868 and 1869. The U. S. tax thereon was also paid by the company.

The liabilities of the company, compared with the statement of September 30, 1868, show reductions by payments on account of the loans stated as follows:

On N. W. Va. second mortgage bonds, endorsed by the B. & O. R. R. Co...	$7,500 00
On N. W. Va. third mortgage bonds, endorsed by the B. & O. R. R. Co...	9,000 00
	$16,500 00

The balance of cash in the Treasury, Sept. 30, 1869, was $64,125 54, after deducting $121,215 for payment of interest on the city loan, and on the bonds of the company which matured Oct. 1, 1869.

Statement of profit and loss for the years ending September 30:

	1868.	1869.
Balance from previous year.....	$18,799,797 81	$19,310,662 08
Net earnings.....	2,504,195 78	2,968,809 28
Dividends upon Washington Br. stock owned by the Co.....	101,980 00	102,340 00
Increment from the sinking funds...	71,738 97	61,734 42
House rents.....	14,109 52	15,060 90
	$21,491,822 08	$22,458,606 68
Dividends on stock	$1,050,948 00	$2,051,388 00
Interest and taxes.	673,375 44	699,229 13
Ground rents.....	25,108 06	24,472 18
Central Ohio Division.....	410,128 50	202,843 06
Rent of Winchester & Potomac R.R.	21,600 00	27,000 00
Rent of Washington County Railroad (18 months)....	.....	91,998 30
Balance.....	19,310,662 08	20,361,676 01
	$21,491,822 08	$22,458,606 68

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30:

Liabilities:	1868.	1869.
Stock	$13,142,100 00	$13,143,000 00
Stock scrip not funded.....	9,862 00	8,962 00
Preferred stock...	3,000,000 00	3,000,000 00
Preferred stock—second series....	89,800 00	115,900 00
Loan redeemable in 1867	880 30	.....
Loan of 1875.....	863,250 00	863,250 00
" 1880.....	579,500 00	579,500 00
" 1885.....	1,710,500 00	1,710,500 00
City loan	5,000,000 00	5,000,000 00
*N. W. Va. R.R. 2d mort. bonds....	466,000 00	458,500 00
*N. W. Va. R.R. 3d mort. bonds....	149,000 00	140,000 00
Unclaimed dues...	48,130 09	50,610 67
Wash. Br. road...	155,732 76	377,660 64
Outstanding accounts, etc.....	.....	305,983 65
Profit and loss....	19,310,662 08	20,361,676 01
Total.....	$44,725,417 23	$46,115,542 97

* Bonds of N. W. Va. R. R. guaranteed by the B. & O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. & O. R. R. Co., under contract of July 18, 1864.

Assets:	1868.	1869.
Cost of road.....	$18,715,835 81	$18,715,835 81
" second track	3,732,877 27	3,765,755 16
" rolli'g power	5,026,460 96	5,026,460 96
" real estate..	1,669,383 64	1,704,677 24
Property	$29,144,557 68	$29,212,729 17
Central Ohio 1st mort. bonds....	1,530,246 67	1,530,246 67
Stock of Central Ohio R. R. Co...	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Co.....	310,102 72	310,102 72
Pref.stock Parkersburg Br. R.R.Co.	5,680,684 94	5,680,684 94
Parkersburg Br. R. R. Co.....	1,272,416 35	1,558,855 70
Stock of Washington Branch.....	1,021,800 00	1,025,000 00
Winchester &Strasburg R. R. Co...	.....	162,603 47
Washington Co. R. R. Co.....	762,624 93	778,624 93
Metropolitan Br...	142,836 49	479,709 37
Stocks and bonds including municipal and R. R. corporations...	1,396,145 36	1,439,968 09
S.F.$5,000,000 loan	1,139,704 40	1,201,438 82
S. F. ground rents.	101,191 66	101,191 66
Ohio River Bridges	364,511 29	647,745 06
Outstanding acc'ts, etc.....	322,289 56	.....
Uncoll'ted revenue	478,543 93	675,565 43
Materials on hand	527,644 74	822,128 52
Balance after paying interest on bonds due Oct. 1.	105,293 63	64,125 54
Total.....	$44,725,417 23	$46,115,542 97

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1868.	1869.
Passengers.....	$203,110 93	$329,797 22
Tonnage.....	80,147 56	86,126 83
Total.....	$382,258 49	$415,924 05
Expenses:		
Repairs of road.....	$98,858 44	$124,825 06
" depots.....	8,000 00	9,285 71
" water stations.	1,561 58	849 34
" bridges	2,203 57	273 09
Pumping water.....	1,971 00	3,182 60
Total.....	$104,594 91	$138,415 80
Net earnings.....	$277,663 58	$277,508 25

The earnings of 1868-'69 show an increase, as compared with the previous year, of $33,665 56; the expenditures charged are $33,820 89 more—making a decreased gain of $155 33.

A dividend of five per cent. was paid on the 16th of October, 1867 and 1868, and a similar dividend on the 16th of April 1868 and 1869.

Statement of profit and loss for the years ending September 30:

	1868.	1869.
Balance from prev. yr.	$314,183 80	$335,732 76
Net earnings	277,663 58	277,508 25
Total.....	$591,847 38	$613,241 01
Dividends on stock....	$165,000 00	$165,000 00
State tax on pass. and internal revenue tax.	90,428 52	85,330 37
On account of annuity.	686 10	1,000 00
Payments for use of lands in Washington.	.....	4,250 00
Balance carried to next year.....	335,732 76	357,660 64
Total.....	$591,847 38	$613,241 01

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1868.	1869.
Stock.....	$1,650,000 00	$1,650,000 00
Annuity (principal).	20,000 00	20,000 00
Profit and loss.....	335,732 76	357,660 64
	$2,005,732 76	$2,027,660 64
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.....	355,732 76	377,660 64
	$2,005,732 76	$2,027,660 64

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1868.	1869.
Passengers.....	$98,728 68	$101,145 34
Tonnage.....	432,586 08	434,887 91
Total.....	$531,314 76	$536,033 25
Expenses:		
Transportation	$130,631 47	$123,611 64
Repairs of road.....	278,763 01	389,263 59
" water stations	5,338 46	5,687 83
" telegraph.....	1,886 94	1,053 86
" stationary machinery....	4,213 94	3,126 64
" locomotives ..	75,467 14	53,453 05
" burden cars..	37,365 23	21,350 21
" passenger cars	9,376 11	6,737 93
" bridges	8,622 83	28,941 64
" depots.....	24,880 60	15,183 18
Pumping water.....	3,257 08	3,223 23
Losses by accidents,etc.	1,785 01	1,572 36
Fuel, preparing, etc...	31,282 95	33,789 71
General expenses.....	2,455 25	1,363 02
Cleaning engines & cars	4,958 07	5,520 21
Contingent expenses ..	683 78	727 24
Total.....	$621,067 87	$694,605 34
Deficit.....	$89,753 11	$158,572 09

The aggregate earnings of the Main Stem, (including the Winchester and Potomac and Washington County Branches,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1868 and 1869, were as follows:

	1868.	1869.
Main Stem.....	$7,558,644 51	$8,724,915 74
Washington Branch.	382,258 49	415,924 05
Parkersburg Branch.	531,314 76	536,033 25
Totals	$8,472,217 76	$9,676,873 04

The aggregate expenses of operating and repairs were as follows:

	1868.	1869.
Main Stem.....	$5,054,448 73	$5,756,106 46
Washington Branch.	104,594 91	138,415 80
Parkersburg Branch.	621,067 87	694,605 34
Totals	$5,780,111 51	$6,589,127 60

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1868.	1869.
Main Stem.....	$2,504,195 78	$2,968,809 28
Washington Branch.	277,663 58	277,508 25
Parkersburg Branch.	*89,753 11	*158,572 09
Totals	$2,692,106 25	$3,087,745 44

* Deficit.

Showing an aggregate net increase compared with the preceding year of $395,639 19.

The following table gives the receipts of the last nine years—those for 1861, 1862, 1863, 1864, 1865, 1866, 1867 and 1868, being inserted as a measure for comparison:

Main Stem—

	Passengers.	Tonnage.	Total.
1861...	$889,159 05	$2,424,266 65	$3,211,425 70
1862...	1,769,497 13	2,712,361 85	4,481,858 98
1863...	2,332,806 37	4,177,138 69	6,509,945 06
1864...	3,250,307 42	5,327,384 83	8,577,692 25
1865...	8,997,642 28	6,099,063 91	10,096,706 19
1866...	1,634,787 36	6,067,441 71	7,702,229 07
1867...	1,670,874 79	5,771,809 31	7,442,684 10
1868...	1,451,513 60	6,107,130 91	7,558,644 51
1869...	1,246,919 48	7,477,996 26	8,724,915 74
Washington Branch—			
1861...	$327,897 03	$110,260 66	$438,139 69
1862...	444,262 30	234,154 37	778,416 67
1863...	500,117 08	203,006 51	703,123 59
1864...	688,643 92	175,836 87	864,480 79
1865...	747,582 06	168,704 61	916,286 67
1866...	373,098 26	87,662 70	460,760 96
1867...	317,735 36	74,103 89	391,839 25
1868...	302,110 93	80,147 56	382,258 49
1869...	329,797 22	86,126 83	415,924 05
Parkersburg Branch—			
1861...	$134,386 14	$216,145 59	$350,531 73
1862...	125,780 09	238,242 10	364,022 19
1863...	147,874 97	298,345 89	446,220 86
1864...	236,814 99	459,888 00	696,702 99
1865...	322,314 81	436,568 05	758,882 86
1866...	174,278 50	361,156 30	535,434 80
1867...	127,423 12	378,462 60	505,885 72
1868...	98,728 68	432,586 08	531,314 76
1869...	101,145 34	434,887 91	536,033 25
Aggregate—			
1861..	$1,349,424 22	$2,650,672 90	$4,000,097 12
1862..	2,339,539 52	3,284,758 32	5,624,297 84
1863..	1,980,798 42	4,678,491 09	7,659,289 51
1864..	4,175,766 33	5,963,109 70	10,138,876 03
1865..	5,067,539 15	6,704,336 57	11,771,875 72
1866..	2,182,164 12	5,516,260 71	8,698,424 83
1867..	2,116,033 27	6,224,375 80	8,340,409 07
1868..	1,852,353 21	6,619,864 55	8,472,217 76
1869..	1,677,862 04	7,999,011 00	9,676,873 04

The locomotive equipment at the close of the fiscal year 1868 consisted of 299 engines; to which there were added in 1869, 16—making a total of 315; of these, 55 were passenger, and 260 tonnage; 268 were 1st class, 38 2d class, and 9 3d class.

The number of cars in service at the close of the fiscal year 1868 was 4,712; to which there were added in 1869, 626—making the total at the close of that year, 5,338; of which 149 were passenger, 136 smokers, baggage, mail, express, etc., 1 pay, 1 post office, 7 officers', and 5,044 tonnage, stock and coal cars.

The mileage of engines in 1868 and 1869 was as follows:

	1868.	1869.
Main Stem	5,589,394	6,640,721
Washington Branch	412,074	418,895
Parkersburg Branch	679,358	691,644
Total	6,680,826	7,751,260

No returns are given of the number of passengers carried. The through tonnage, which amounted in 1868 to 308,690 tons, was in 1869, 199,873 tons—showing a decrease of 108,817 tons.

The aggregate quantity of coal transported on the main stem in 1868 was 766,011 tons; and in 1869, 1,357,990 tons—showing an increase of 591,979 tons.

The tonnage of live stock in 1868 was 53,598; and in 1869, 51,702—decrease, 1,896.

The quantity of lumber brought to Baltimore in 1868, was 36,007 tons; and in 1869, 32,002 tons—decrease, 4,005 tons.

The quantity of flour brought to Baltimore in 1868, was 752,789 barrels; in 1869, 630,049 barrels—a decrease of 122,750 barrels.

On the 27th of November, 1867, an agreement was made with the Winchester and Potomac Railroad Company, by which the management of that road and its property was transferred to this company under a lease which embraces provisions that cause it to be of a permanent character. This road connects at Harper's Ferry with the Main Stem, and furnishes the first link in a great chain of improvements through the Valley of Virginia.

On the 1st of December, 1867, the Washington County Railroad, extending from Weverton, on the Main Stem, through Washington County, to Hagerstown, 24 miles, was opened for business. The subscription and advances to that road by this company to the close of the fiscal year 1869, amounted to $778,624 93.

On the 15th of April, 1868, the Camden Cut-off was completed. This improvement extends from the vicinity of Jackson's Bridge, by nearly a straight line, 1 2-5 mile, crossing Gwynn's Falls, to a point within 1¼ mile of Camden station.

On the 13th of February, 1869, an agreement was made between the Sandusky, Mansfield and Newark Railroad Company, as reorganized, and the Central Ohio Railroad Company, as reorganized, for the lease of the former by the latter road, under the guarantee of the Baltimore and Ohio Railroad Company. Under this contract the working and management of the Sandusky, Mansfield and Newark Railroad was transferred to the Baltimore and Ohio Railroad Company on the 1st of July last. This line, now known as the Lake Erie Division of the Baltimore and Ohio Railroad, is 116 miles in length, namely, from Newark, on the Central Ohio Division, to the city of Sandusky, on Lake Erie. It extends through five of the richest and most important counties in the State of Ohio, viz: Licking, Knox, Richland, Huron and Erie. It passes through a number of cities and centres of manufacturing and commercial enterprise. Its terminus, the city of Sandusky, possesses one of the best harbors on the Lakes, which is readily susceptible of such improvement as to furnish great facilities for an extensive commerce. The direct line under the control of the Baltimore and Ohio Company, from Sandusky to Baltimore, is 595 miles in length, over which loaded cars are transported without break of bulk.

☞ The Baltimore *Sun* says that the new Virginia bonds of 1866 carry 24 per cent. back interest; those of 1867 carry 18 per cent., and the old coupon bonds carry 9 per cent. The State has about one million dollars which could be made applicable to interest, and may, by a pending law, order part of the back due to be paid in cash; the remainder will undoubtedly be included in the new issue, so that the whole dues will be acknowledged.

☞ It is stated that the Vermont Central Railroad Company have leased the St. Lawrence and Ottawa Railway, which runs from Prescott to Ottawa.

☞ Work on the extension of the Portland and Rochester (Me.) road is rapidly prosecuted. Large gangs of men are at work between Alfred and Lebanon.

☞ The Hecla Mining Company have declared a dividend of $5 per share, payable April 15.

New York Arcade Railway.

REPORT OF A BOARD OF ENGINEERS.

The undersigned have been requested to consider the question of a sub-way under Broadway, in the city of New York, with the view of relieving that street from its present interruptions, and of affording a more convenient and speedy transit for passengers and for merchandise, without injury to the property upon the line of the street, or diversion of the established classes of business thereon.

The New York Arcade Railway Company have laid before us their plans for accomplishing these purposes, and we have had under consideration other plans which have, from time to time, been proposed for the same objects.

It is considered unnecessary, at this time, to compare the relative advantages of these several plans, and we therefore for the present will confine ourselves to the consideration of the necessities of the case, and how far the plans of the Arcade Company meet them.

It is apparent that what is demanded is:

1. To convey passengers between that portion of the city which is devoted to business, and that occupied by residences, with speed, comfort, and convenience.

2. To convey merchandise along the main channels to trade and distribution, with despatch, cheapness and convenience.

3. To accommodate the existing business along this avenue, and preserve the street to its original purpose; and

4. To secure the above-mentioned objects with the least possible temporary obstruction of the travel and trade passing through the street, and of the business now transacted thereon.

This street is now used for the transportation of what may be termed local and through passengers and merchandise. That which requires the slowest movement controls the speed of that which demands the fastest transit. The transportation of merchandise now so completely gorges not only the main artery, but also the crossing streets, as frequently to render all progress, for a time, impracticable. Hence, a plan which will systematize the travel will of itself afford a certain degree of relief; and one which not only accomplishes this object, but also duplicates Broadway, will much more than double its present capacity.

A sub-way which will permit of a rapid movement for the through travel, and a slower but still rapid movement of the local travel, will not only accommodate these two classes of travel, but will remove from the upper surface of Broadway so large a number of vehicles as to leave it free for carriages moving rapidly, and carts moving slowly, without impeding, as now, the progress of both.

The object aimed at should be, not to turn travel from Broadway, but to accommodate it in its most accustomed and natural channel. Any plan which tends to such diversion is not only injurious to the property along Broadway, but also to the public, exactly in proportion to its success.

It is worth remembering that it now costs almost as much to convey freight from Thirtieth street, where it is left by steam, to the business portions of the city, as it does from Albany to New York; and to convey it across the city, as it does to Liverpool.

By this sub railway, the cost of movement along its route, connecting, as it will, with the steam railways entering New York, will be very nearly in proportion to its distance, and not, as

now, by a change of conveyance, more than tenfold as expensive.

The following, among other incidental advantages, will be obtained by means of the sub-way, namely:

A convenient vault for placing the water and gas pipes and the sewers, where they may be examined, repaired or relaid, without disturbing any portion of the street, sub-way or convenient use of any of the buildings.

The surface of the upper street, no longer liable to be disturbed by breaking up the pavement to reach these pipes and sewers, will remain intact for years, and thus save large sums to the city and render Broadway the most perfect carriage road in the world.

The most valuable story in any of the buildings is the one level with the sidewalk. By this subway a story almost as valuable will be added to each building.

This sub-way will be well lighted and well ventilated without any sacrifice to the upper street.

The general plan of construction we understand to be: The excavation of a sub-way street, with sidewalks for foot passengers, at a general level of twelve feet below the grade of the present sidewalks, and between those sidewalks a central roadway some three feet lower, in which are to be placed four railway tracks, the two middle ones designed for fast-moving trains by steam power, stopping at intervals of perhaps a mile, and two exterior tracks, designed for local or shorter travel and connecting with the fast trains; the upper street to be supported on columns and girders, with arches between, and completed with a road-bed and pavement of the most approved construction.

An area or space of six feet width, adjacent to the buildings, to be left for ventilation and light; and a portion of the sidewalks made of glass, increasing the light to the subway, so that it will, in this respect, be far better lighted than the basement stories now on the street. The existing vaults may be rebuilt under the lower sidewalks.

The sewers to be carried through the space between the two middle tracks, and the water and gas-pipes between the other tracks. The water and gas-pipes may be suspended over the sidewalks, as is done in the sewers of Paris.

The motive power is assumed to be steam; and to avoid the exhalation of the gases of combustion, the locomotives may take their supplies of steam at certain localities, where it will be generated in stationary boilers. For the same reason, the exhaust steam should not be discharged into the tunnel, but should be condensed in cold water tanks attached to the locomotive.

It is alleged that compressed air, of the same pressure of the steam, might with advantage be substituted for the latter, the exhaust of which into the tunnel would be unobjectionable. This kind of power has been successfully applied for many years at Mont Cenis and Hoosac tunnels; but further examination would be required before it should be determined upon as a substitute for steam power.

The plan of working, as arranged, contemplates no interruption to the travel along the street, nor to the accustomed occupancy of the buildings thereon.

A series of parallel bridges are proposed to be used, which will allow a vehicle to stand opposite each building, and yet allow four other vehicles (two on each side of the street) to pass each other; similar bridges along the sidewalks, allowing the foot passengers to pass freely. These bridges to be elevated four feet above the level of the street, with sloping approaches at each end, to be removed at midnight, panel by panel, as the work progresses. Side steps to each building giving access thereto.

The surplus materials taken out of the street, and new materials required, are all proposed to be removed through the completed subway, without in any case using the street therefor.

The engineers of the company estimate that the average rate of progress of the work will be a lineal yard each day for each place of working. And to finish the whole road, or any section of the work, in two years, would require three places of working on each mile, and in that proportion for any desired rate of progress. There are places where the presence of rock or water will not permit of a progress of a lineal yard per day; and in such cases more frequent working places must be provided. It is proposed to excavate the rock by quarrying and not by blasting.

The foundations of the buiidings erected during the last twenty years are below the proposed level of the excavations. Where it becomes necessary to excavate below the foundations of any of the older buildings, it can be done without danger or injury, by the exercise of the same care as is now practiced in extending the foundation of one building deeper than that of the adjacant ones.

The method proposed for executing the work will prevent interruption to the supply of water and gas, and to the discharge of the sewage.

The new pipes and sewers will be placed in their proper positions in the subway, and the connections to be made, provided with shut-off cocks, with all of the adjacent buildings. Meanwhile, the present system of pipes to be maintained, first by supporting them from the temporary bridge, and subsequently from the subway girders. As frequently as may be desired, temporary connections may be made with the existing pipes, and the water and gas turned from the old to the new system in less than an hour.

We have to some extent examined the details of construction, and are satisfied that they have generally been well designed to meet the necessities of the case. There will no doubt be found many modifications improving the plan, and perhaps lessening the cost of the work.

The engineers of the company have laid before us their estimates for this, varying from $1,600,000 to $2,000,000 per mile. All of the important items of cost are of easy determination, and the highest of these sums would in general be sufficient to cover the cost.

The most obvious difficulty in the construction of the road is in the crossing of Canal street. The method which most readily suggests itself is one which would greatly enhance the value of all the property affected; that is, to raise the grade of Broadway, Canal, and the adjacent streets. This plan, however, is not likely to be adopted, and the engineers of the company have proposed to carry the sub-way across Canal street by a water-tight iron caisson.

A portion of the sewage which comes down from the east side of Broadway will require to be transported across Broadway; but much the largest portion may be intercepted and conveyed under the sub-way, where its bottom grade is sufficiently high to allow the under-passage of the sewer.

The plans, as thus developed, seem to have been arranged to meet all the objections which would naturally occur in a careful examination of the project.

A *resume* of the foregoing statements, and discussion of the subject, shows that a sub-arcade railway will accomplish the objects desired, namely:

1. It provides a pleasant, rapid transit for through passengers between the lower and upper ends of the island, and slower but still speedy movement for the local passengers.

2. It provides a cheap and convenient channel for the conveyance of freight between the termini of the steam railways and a large portion of the business houses in the city.

3. It classifies the travel and trade, and removes from the present street so many of its vehicles, as to render it more useful and pleasant for carriages.

4. It furnishes an arcade avenue, and promenade, convenient for pedestrians at all times, in warm, cold, or stormy weather.

5. The sub-way will be well ventilated and lighted, so that its use will be pleasant and healthy.

6. It can be constructed without interruption either to the travel on the street or the convenient use of the buildings adjacent, and without occupying the street for the hauling of the materials required from or to the work; and it can be built without endangering any of the structures along the street, and with arrangements for a better location of the water and gas pipes and sewers, and without any interruption of the present connections.

7. The route selected is determined by the topography of the island.

8. It in no case occupies or injures any private property, but in nearly all cases greatly enhances the value of property along its route.

9. There are no difficulties attending the construction of the work which cannot be overcome with engineering skill, and at a comparatively moderate cost.

Finally, it meets a necessity in the most complete and unobjectionable manner.

George B. McClellan, Julius W. Adams,
William J. McAlpine, Sylvester Swert,
Egbert L. Viele, I. F. Quinby,
John B. Jarvis.

New York, Feb. 26, 1870.

Journal of Railroad Law.

EXPRESS COMPANIES—MEASURE OF DAMAGES FOR CONVERSION OF NOTES—LIABILITY OF BAILEE FOR ROBBERY OF GOODS.

The facts of the recent case of The American Express Company *vs.* Parsons, (44 Ill. p. 312,) are as follows:

William A. Baldwin testified that he took the note to the company for Parsons, and took their receipt, which is this:

"American Express Co., Chicago, Jan. 23, 1860.

"Received from J. B. Parsons, the following note for collection: Daniel McNair, Galveston, Texas, $545. Proceeds of collection will be returned in funds current where collections are made, and no paper protested unless we have special instructions to do so.

"For the proprietors,

Cooper."

The court gave this instruction for the plaintiff.

"The court instructs the jury that if they believe from the evidence that the plaintiff gave to the defendants, and the defendants received from the plaintiff, the promissory note in question for collection, for a compensation or reward therefor to be paid by plaintiff to defendants, and that the defendants, or other persons to whom they intrusted it for collection, lost it by carelessness, then the plaintiff is entitled to recover the value of the note; and that the value, in the absence of evidence to the contrary, is the amount of the note; and that, if the plaintiff is entitled to recover the value of the note, she is also entitled to interest on that value, from the time the note became due to the date of the verdict; and that if the jury believe, from the evidence, that the defendants, or those to whom they intrusted it, lost it, and it is not shown under what circumstances it was lost, it is presumed that it was by carelessness."

The court refused this instruction for the defendant.

"If the jury find for the plaintiff under the first count, the proper measure of damages is not necessarily the amount of the note in question; and that if the maker of the note has been all the time, and still is, responsible, good and solvent, the damages should be only such actual damage as the plaintiff's intestate sustained under the circumstances of the case, which may be nominal only."

The jury found a verdict for plaintiff for $768,

The following is the opinion of the court delivered by

WALKER, CH. J.—That appellants are liable for damages in this case, is not, nor can be, contested. But it is urged that the court below adopted in the instruction given, a wrong measure for such damages. It informs the jury that "if the company lost the note by carelessness, that the plaintiff is entitled to recover the value of the note, and that the value, in the absence of evidence to the contrary, is the amount of the note." There seems to be no question that the note was lost, and the jury were warranted by the evidence in finding that it was through the carelessness of the other company with which they had arrangements to make such collections. The law seems to be well settled, that in an action of trover for the conversion of a note, the amount expressed in it is, *prima facie*, the measure of damages, and devolves upon the defendant to prove that it was different. So then if a recovery had in this case been under a count in trover, this was the true measure of the damages.

But if the finding was under the count in case, for the negligence in losing the note, the question arises whether a different rule should prevail. In all actions for wrongs, unaccompanied with circumstances which authorize a jury to give punitive damages, the true measure is the amount of damages the plaintiff really sustained; and in an action of case like the present this would no doubt be the rule. But when appellee proved the loss of the note through negligence, *prima facie* the sum due on the note would be the actual loss which he sustained. In case, as in trover, the note is lost to the owner, and his injury by the loss would be the same. Whether lost by negligence, or delivered to a wrong person, can make no difference as to the injury sustained. In this case he has lost his note, and it is by the negligence of the bailee. It is conceded that appellee's action at law is gone, but it is contended that his remedy in equity is complete. Even if this were granted, would it follow that appellee was bound to resort to it? He has by the negligence of appellant been deprived of the evidence of the debt, and the evidence shows that the maker of the note was solvent, and had the company presented the note it would probably have been paid.

If a bailee was robbed of goods through his negligence, it would not be an answer to an action on the case to say that the owner could pursue the thief, and recover his property by an action of replevin, and could only recover the expense of the replevin suit. Yet in that case the ownership would not be changed, and he could recover as effectually as appellee can in this case. Appellants undertook to collect the money, and it was their duty to have used the usual means by themselves or their agents to do so, or answer in damages for loss occasioned by their negligence.

Notwithstanding the sum of money due on the note, with interest, is *prima facie* the measure of damages, the defendants may prove, by any legitimate evidence, that the damage was in fact less. If they had in this case shown that the maker was insolvent, or that there was any legal defense to the note, or any other state of facts by which his loss was reduced, it would have lessened the damages to what the real loss was shown to have been.

In this case the appellants gave no such evidence to the jury. It then follows that if their instructions on this question did present correct abstract legal propositions, no injury has resulted by their refusal, or by giving appellee's instructions.

It is not error to refuse to give instructions which contain correct legal propositions, if there is not evidence upon which to base them. We have, however, been referred by appellant to the case of Hamilton *vs.* Cunningham, 2 Brockenbrough, 350, as an authority in this case. We have examined and carefully considered it, and fail to see that it militates against the views here expressed. The facts of the two cases are different. In that, the bills of exchange were remitted and received as a payment, or the means of payment, of an existing indebtedness, and the question was, as to which should sustain the loss, the debtor or the creditors. The creditors having failed to give notice of the protest of the notes received in payment of the bills, and having given credit to the debtor, the creditors were held to be liable for the loss. That case was decided on the principles of commercial law. In this case the note was received by an agent to collect for a compensation, and through their carelessness the note was lost, and they are *prima facie* liable for the face of the note. By its loss the holder is deprived of the evidence of his debt, and he should not be required to be at the trouble and expense of supplying it; that should fall upon the party whose wrong has produced the injury.

If a recovery of the debt may yet be had, it is but reasonable for appellants to take the hazard, incur the expense and suffer the inconvenience. They have the proof in their power, and the court will, upon indemnifying appellee, permit appellants to proceed in her name for its collection. Their negligence has produced the difficulty, and they should suffer the inconvenience and consequent loss. They have no right to shift it to others who have in no way contributed to the injury. By appellee suing and recovering the principal and damages in this case, appellants thereby become invested with the right to look to the maker for the means of indemnifying themselves for money when paid in this action.

It is again urged that the court erred by instructing the jury, that if it appeared that the note was lost by the defendants, or those to whom it was intrusted, and it is not shown under what circumstances it was lost, it is presumed that it was lost by carelessness.

When a party is intrusted with property, and is unable to account for it only by proving that it has been lost, and can show no circumstances attending its loss, if not a legal presumption of carelessness, it is of that strong character that the court would be inclined to reverse a judgment for giving such an instruction, even if it were not a legal conclusion. It is so strong that such an instruction could not mislead a jury by informing them that it created a legal presumption. We can imagine no answer that could be urged against its forcible character.

The statements of the facts produce convictions of carelessness to every mind.

The judgment of the Court below must be affirmed.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of February, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$14,205,473	$13,739,351
Do. for warehousing....	8,548,655	9,334,667
Free goods.....	1,190,397	757,538
Specie and bullion.....	1,882,755	1,536,442
Total entered at port...	$25,827,280	$25,367,998
Withdrawn fr. wareh'use	9,880,388	9,981,615

The foreign imports at New York for the two months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$25,904,228	$25,710,122
Do. for warehousing....	17,927,374	19,457,144
Free goods.....	2,434,174	1,865,809
Specie and bullion.....	2,104,033	3,060,298
Total entered at port...	$48,369,809	$50,093,373
Withdrawn fr. wareh'use	18,387,018	18,655,853

The foreign imports at New York for eight months of the fiscal year were:

	1869.	1870.
Six months ending Jan 1.....	$123,552,971	$134,708,154
January.....	22,542,529	24,725,375
February.....	25,827,280	25,367,998
Total for 8 months...	$171,922,780	$184,801,527

The duties received at New York for eight months ending with February, were:

	1869.	1870.
Six months ending Jan. 1.....	$57,845,963 97	$61,552,308 75
January	9,615,894 43	9,840,502 99
February	11,996,628 46	11,750,424 06
8 months.....	$79,458,486 86	$83,143,235 80

The exports from New York to foreign ports in the month of February, were:

	1869.	1870.
Domestic produce.....	$10,507,041	$11,180,695
Foreign mdse. free.....	4,941	46,162
Do. dutiable.....	312,830	713,289
Specie and bullion.....	3,232,083	2,194,256
Total exports	$14,056,895	$14,134,402
Do. exclusive of specie.	10,824,812	11,940,146

The exports from New York to foreign ports for two months from January 1, were:

	1869.	1870.
Domestic produce.....	$23,179,865	$23,013,846
Foreign free goods.....	12,906	109,785
Do. dutiable	785,058	1,709,681
Specie and bullion.....	6,446,463	4,877,648
Total exports.....	$30,424,292	$29,710,960
Do. exclusive of specie .	23,977,829	24,833,312

Exports (exclusive of specie) from New York to foreign ports for eight months ending with February:

	1869.	1870.
Six months ending Jan. 1.....	$80,651,068	$109,954,573
January.....	13,153,017	12,893,166
February.....	10,824,812	11,940,146
Total produce.....	$104,628,897	$134,787,885
Add specie.....	28,184,462	21,534,203
Total exports.....	$132,813,359	$156,322,088

☞ We learn that since New York capitalists became interested in the Chesapeake and Ohio Railroad, in Virginia, all the floating debt of the company—over one million of dollars—has been paid off, and a sufficient amount of State bonds (about $600,000) to cancel the State's interest in the Blue Ridge division have been purchased.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824	.....	.....
American Central.....100	800,000	J. & J.	Jul. '69 3
Atlanta and West Point...100	1,232,200	J. & J.	July '69 4
Atlantic & N. Carolina ...100	5,545,225	.....	.....
Atlantic & Gt. Western ... 50	25,879,923	.....	.....
" " pref. 50	1,919,000	.....	.....
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jul. '69 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Oct. '69 4
Do. Washington Br.....100	2,680,000	A. & O.	Oct. 69 5
Baltimore City Passenger...	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250	.....	.....
Berkshire*.....100	600,000	J.A J&O	Jan.'70 1½
Blossburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Oct.'69 4
Boston, Concord & Mont..100	459,600	.....	.....
Do., do. pref.100	1,340,400	M. & N	Nov. '69 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J.A. J.O.	Jan.'70 2½
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	Dec.'69 3
Brooklyn City 10	1,000,000	F.M.AN	Nov. '69 3
Brooklyn City & Newt'n..100	399,800	.....	.....
Buffalo, Bradford & Pitts.100	1,100,000	.....	.....
Buff., New York & Erie*.100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie.....100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,800	A. & O.	Oct.'69 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic,pref. 50	600,000	.....	.....
Camden & Burlington Co.100	331,000	.....	July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* 50	447,000	J. & D.	Dec.'69 3
Catawissa. 50	1,150,000	.....	.....
Catawissa, pref..... 50	2,200,000	M. & N.	Nov'69 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,800	J. & J	July.'69 5
Central of New Jersey...100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000	.....	Oct.'61 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy . 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000	.....	.....
Chicago & N. Western...100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Oct.'69 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5s
Cincinnati City Passenger...	.....	J'n &J'ly	Jan.'68 2
" Street.....	.....	J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*... 50	2,056,400	M. & N	Nov'69 3½
Cleveland and Pittsburg... 50	5,958,775	J A J &O	Jan.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Aug.'69 4
Col., Chi. & Indiana Cen.100	11,420,000	.....	.....
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jul. '69 3½
Concord 50	1,500,000	M. & N.	Nov.'69 5
Concord & Ports., guar...100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn.100	500,000	.....	.....
Conn. & Passump. Rivers.100	139,000	.....	.....
Do. do. ref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley. 50	1,316,900	A. & O.	Apl. '69 4
Danbury and Norwalk ...100	400,000	.....	.....
Dayton and Michigan*....100	2,390,646	.....	.....
Delaware*..... 50	594,260	J. & J.	Jul. '69 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,820,200	.....	.....
Detroit & Milwaukee.....100	1,047,350	.....	.....
" " pref.100	1,500,000	.....	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	Feb.'70—
Dubuque and Sioux City.100	1,673,641	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	J'ly '69 3½
East Mahanoy 50	392,550	J. & J.	Jul. '69 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600	.....	.....
East Tenn. and Georgia...100	1,290,067	.....	.....
East Tenn. and Virginia...100	1,902,000	.....	.....
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	Aug'69 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jul.'69 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990	.....	.....
Evansville & Crawfordsv.100	1,143,445	.....	.....
Fitchburg 100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M & N.	M'y '67 5
Forty-Sec. St. & G. St.Fy.100	760,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '69 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jul. '67 2
Granite.....100	.....	M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph.100	1,900,000	.....	.....
Do. do. pref.100	5,253,830	.....	.....
Hanover Branch, Pa..... 50	116,850	M. & N.	Nov.'69 5
Housatonic.....100	820,000	.....	.....
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top ... 50	494,380	.....	.....
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central 100	23,415,780	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv.,Mad. & Ind...100	2,000,000	J. & J.	Jan. '63 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*.100	800,000	J. & J.	July'68 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 325,000	.....	.....
Leeds and Farmington*.....	.....	J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. 67 6
Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y .'67 5
Lehigh Valley 50	16,731,400	J.A.J&O	Jan.'70 2½
Lehigh Luzerne 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	J. & D.	Dec.'69 3½
L. M. & C. and X. (Joint).100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000	.....	.....
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jul.'69 4½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000	.....	Feb. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '69 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000	.....	Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915	.....	.....
Maine Central 100	1,611,500	.....	.....
Manchester & Lawrence.100	1,000,000	M. & N.	Nov.'69 5
Marietta & Cincinnati.... 50	3,029,778	.....	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	.....	.....
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. 69 3
Mill Creek and Minehill*. 50	323,375	J. & J.	July '69 5
Millville and Glassboro' ...100	405,020	F. & A.	Aug.'67 6
Milw. & Prairie du Chien.100	.....	.....	.....
" " " 1st pref 100	.....	.....	.....
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,265	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	2,775,600	J. & J.	Jan. '70 4
Mobile and Ohio 100	3,762,400	.....	.....
Montgomery & W. Point.100	1,644,104	J. & D.	Dec.'67 4
Morris and Essex 50	3,616,350	.....	Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	Nov.'69 5
Nashville & Chattanooga.100	2,056,544	.....	.....
Naugatuck 100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton.100	500,000	J. & J.	Jan. '70 4
New Haven & N. London.100	738,538	.....	.....
N.Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern....100	895,000	M. & S.	Sept'68 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000	.....	Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	Jan. '70 4
" " pref. 50	1,500,000	J. & J.	Jan. '70 4
New York & New Haven.100	9,000,000	J. & J.	Jan. '70 5
N. Y., Provid. & Boston .100	2,000,000	J. & J.	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	July '69 3
Ninth Avenue.....100	797,400	.....	.....
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	4,798,900	F.M.A.N	Nov.'69 2
North Eastern (S.C.) pref.100	155,000	.....	May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	Dec. '69 4
North Pennsylvania..... 50	3,150,150	.....	Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n.100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Oct. '69 4
Ohio and Mississippi.....100	20,000,000	.....	.....
" " pref.100	3,500,000	J. & D.	Dec.'69 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550	.....	.....
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515	.....	.....
Panama.....100	7,000,000	J.A.J&O.	Jan. '70 6
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	Nov.'69 5
Peoria & Bureau Valley*.100	1,200,000	.....	Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '69 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,535,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry .. 25	217,697	J. @ J.	July '69 2
Pittsb., Ft.W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams..100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	579,500	J. & J.	Jan '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester.100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....	.....	.....	Jul. '69 3
Rensselaer and Saratoga .100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000	.....	.....
Richmond and Petersb g.100	847,100	.....	.....
Rich., Fred. and Potomac.100	1,041,800	.....	.....
Rockport 100	88,460	.....	Nov.'67 2
Rome,Watert. and Og'nb.100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100	.....	F. & A.	Feb'69 3½
St. L., Alt. and T. Haute.100	2,300,000	.....	.....
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429	.....	.....
Sandusky and Cincinnati.100	2,089,000	.....	.....
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand.,Mansf. and Newark.100	901,341	.....	.....
Savannah and Charleston.100	1,000,000	.....	.....
Schuylkill and Susqueh'a. 50	1,269,150	.....	.....
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jul.'69 2½
Seaboard and Roanoke...100	868,200	.....	.....
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'69 3
Shore Line.....100	636,200	J. & J.	Jan.'70 5
Sixth Avenue (N. Y.) 100	750,000	.....	Nov.'67 5
Somerville 100	75,000	M. & N.	May '69 3
South Carolina 100	5,819,275	.....	.....
South Shore 100	259,685	.....	Jul. '68 3
South Western, Georgia...100	3,939,900	F. & A.	A'g.'68 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	Nov.'69 3
Steubenville and Indiana.100	1,983,141	.....	.....
Stockbridge & Pittsfield*100	448,700	.....	.....
Summit Branch 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130	.....	.....
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama .100	595,922	.....	.....
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)....100	1,750,000	.....	.....
Thirteenth and Fif. (Ph.). 50	.....	J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw.100	2,700,000	.....	.....
" " (E. D.) pref.100	1,700,000	J anuary,	1870,11.4s
" " (W.D. pref.100	1,300,000	.....	.....
Tol., Wabash and West...100	5,700,000	.....	.....
" " pref 100	1,000,000	M. & N.	May69 3½
Troy and Boston 100	607,111	.....	.....
Troy and Greenbush*....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.).100	200,000	.....	.....
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River....100	834,400	J. & J.	July'69 4
Vermont and Canada*.....100	2,600,000	J. & D.	Dec.'69 4
Vermont Central.....100	5,000,000	.....	.....
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408	.....	.....
Virginia Central 100	3,353,679	.....	.....
Virginia and Tennessee...100	3,506,300	.....	.....
Western Union 100	2,707,693	.....	.....
West Jersey 50	804,150	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775	.....	.....
Winchester and Potomac....	.....	J. & J.	Jan.'70 3
Warren.....100	1,547,650	.....	3½
Worcester and Nashua ... 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595	.....	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson....100	10,000,000	F. & A.	Feb. '70 5
Delaware and Raritan....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000	.....	.....
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'70 5
Pennsylvania 50	4,300,000	.....	.....
Schuyl. Navigation (cons.) 50	1,608,207	F. & A.	Feb.'67 6
" " (pref.) 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746	.....	.....
Union..... 50	2,907,850	.....	.....
" preferred 50	.....	.....	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamsh'p...100	20,000,000	MJS&D.	Sept.'69 3
Union Navigation 100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal.....	.....	J & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000	.....	Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug '69 5
Roaring Brook Coal..... —	200,000	.....	Dec'68 2½
Short Mt. Coal..... 50	800,000	.....	Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	Mar.'70 2
Am. Merchants Union Exp.100	18,000,000	.....	Jan.'70 3
United States Express 100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp...100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,3[illegible]6	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	323,825	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	645,789	362,900	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,521 716
1870	362,800	398,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,4[illegible]0
1867	696,147	574,664	766,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	201,500	218,600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,694	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	453,481	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.0[illegible]3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	383,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,392	158,789	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,386
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,018,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	837,388	716,829	5,709,183
1870	588,527	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1870.					
Loan of June 14, 1858 .....registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3,'61 } registered	282,732,600	6	" "	1881	114½
and March 3, 1863 ..... } coupon		6	" "	1881	114
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	108⅝
.. .. .. (5-20s).....coupon		6	" "	1882	109¼
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	108½
.. .. .. (5-20s).....coupon		6	" "	1884	108½
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	108½
.. .. .. (5-20s).....coupon		6	" "	1884	108½
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	108½
.. .. .. (5-20s).....coupon		6	" "	1885	109
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	107½
.. .. .. (5-20s).....coupon		6	" "	1886	107½
.. .. .. 3d series (5-20s)...registered	379,591,800	6	" "	1887	107⅞
.. .. .. (5-20s).....coupon		6	" "	1887	108⅜
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	109
.. .. .. (5-20s).....coupon		6	" "	1888	109
Loan of March 3, 1864, (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	105
.. .. .. (10-40s)....coupon		5	" "	1904	105⅜
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95-'99	113
Certificates of Mar. 2, 1867, and July 25, 1868..	45,555,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	77,850	6	.....	Due.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Due.	....
Treasury Notes prior to 1857.....	103,565	6	.....	Due.	....
Treasury Notes of 1857, '61 and '63	282,152	var	.....	Due.	....
Treasury Notes (7-30s).....	712,250	7.3	.....	Due.	....
Certificates of Indebtedness.....	11,000	6	.....	Due.	....
Compound Interest Notes of 1863 and 1864....	2,362,770	6	.....	Due.	....
Temporary Loan of June 30, 1864	181,760	var	.....	Due.	....
U. S. Notes (greenbacks).....	356,109,978	*nil.*	.....	Dem.	....
Fractional Currency	39,950,039	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75
.. — .. .. (extended).....	2,414,800	5	" "	'83-'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'70-'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94-'95	98½
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	117
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83-'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83-'85	....
Connecticut—War Bonds, May,'61,(10 or 20yr) }	7,513,692	6	Jan. & July.	'71-'81	99¾
.. — .. Oct.'61,(10 or 20yr) }		6	" "	'72-'82	....
.. — .. Nov., 1863 ..... }		6	" "	1883	99½
.. — .. My',64,(10 or 20yr) }		6	April & Oct.	'74-'78	....
.. — .. May 1, 1865, (free) }		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds ..... }	500,000	8	Jan. & July.	Var.	....
.. — .. .. }		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	94
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68-'74	87
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78-'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69-'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	100
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. — " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83-'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69-'78	....
.. —Military Bonds.....	635,000	6	Various.	'80-'93	94
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69-'06	77½
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees).....	1,000,000	6	Various.	1886	78
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	91
.. — .. .. (Funding).....	494,800	6	Various.	'86-'88	72
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69-'74	....
.. —	171,000	6	Various.	'75-'78	97¾
.. —War Loan of 1861.....	800,000	6	"	1871	98½
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	97½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89-'90	....
.. — .. .. converted	1,214,580	5	" "	'89-'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	95
.. — .. .. 1827.....	24,000	5	" "	1880	....
.. — .. .. 1834-'35.....	1,438,428	6	" "	70-'85	95
.. — .. .. 1838-'39.....	525,008	6	" "	'89-'99	....
.. — .. .. 1838-'39.....	46,232	6	" "	1890	....
.. —Defense Loan of 1864-'68	2,040,100	6	" "	1883	101½
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69-'88	....
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88-'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90-'94	....
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'-71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	....
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	110
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70-'72	....
.. —	50,000	6	" "	1877	....
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	....
.. —	650,000	6	" "	'72-'73	....
.. —	720,000	6	" "	'74-'75	....
.. —	1,430,000	6	" "	1876	....
.. — .. .. 1862.....	600,000	5	" "	'77-'78	....
.. —Back Bay Loan of 1862-'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	99½
.. — .. .. '64-'67, stg.	4,000,744	5	May & Nov.	1894	....
.. — .. .. .. dol.	4,379,500	5	" "	1894	97¾
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	98⅞
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100⅝
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	97½
.. —Two Million Loan	1,728,000	6	" "	'73-'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	....
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62-'90	....
.. —Consols. (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82-'90	92½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81-'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81-'85	92½
Nebraska—(No Account).....	.....	...	.....	.....	....
Nevada—(No Account).....	.....	...	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69-'78	97¾
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69-'74	98
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	102
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,409	6	" "	'97-'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	110
.. —	5,726,800	6	" "	1873	110
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,000	7	" "	1877	109½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.or A.&O.	'69-'91	46¼
.. — .. (new).....	3,059,045	6	" "	'92-'98	23¼
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,900	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	99
.. — .. (").....	4,095,309	6	" "	1881	100
.. — .. (").....	2,400,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	82,142	7	" "	1874	....
Pennsylvania—State Stocks ..... }	2,797,910	6	Various.	Due.	....
.. — .. .. }		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72-'82	96
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	103¼
.. —	7,909,600	6	" "	1877	105
.. —	9,273,050	6	" "	1882	107⅝
.. —	910,200	5	" "	'72-'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	101¼
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75-'79	90
.. —Funding Bonds	1,282,971	6	" "	'70-'90	82¼
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	59
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	50⅝
Texas—No legal debt.....	.....	...	.....	.....	....
Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	98¾
.. — .. Certificates.....	201,000	6	" "	'71-'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	71⅞
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.....	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	70½
.. — .. Bonds	3,446,000	6	" "	'80-'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1893	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	802,000	7	April & Oct.	" "	1885	80
Allegheny Valley:						
1st Mortgage	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....
2d Mortgage (floating funded)	.....	7	— & —	"	18—	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.)		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		— & —	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68–'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1834	.....	6	J. A. J. & O.	Baltimore.	1867	....
Loan of 1855	863,250	6	Jan. & July.	"	1875	95
Loan of 1850	579,500	6	" "	"	1880	95⅝
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70–'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.)	791,000	7	Jan. & July.	New York.	'70–'90	....
2d Mortgage	16,000	7	" "	" "	1870	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69–'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94¾
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	94
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	36¾
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	96½
Wharf purchase bonds	200,000	6	" "	"	1879	95⅝
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	90
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	85⅞
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	323,220	6	April & Oct.	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95½
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	87
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	87½
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	93¾
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	85
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69–'73	....
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95–'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95–'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	94
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	99
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	83
Central Pacific of California:						
1st *Mortgage* (on 725 m.) free	25,010,000	6*	Jan. & July.	New York.	1895	93½
2d *Mortgage* (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	62
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75–'80	94½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	97
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91½
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, convertible	150,000	8	" "	" "	1883	....
2d *Mortgage*	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96
Funded Coupons	755,000	7	May & Nov.	" "	1883	88
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	94
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	....
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	....
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68–'71	91½
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	95
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	91½
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77–'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	75
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68–'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1875	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	....
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	100
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	92
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	75.

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	94
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	85
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	3,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	83½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	60½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94
Notes of '66 and '67, free	295,000	7	" "	"	'76–'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	89½
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	100½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	92½
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	91½
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond)	1,611,639	6	....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	....
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1876	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	95
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1896	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	175,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st lien)	275,000	5	J. A. J. & O.	Boston.	68–'72	....
2d Mortgage, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	730,000	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	93
Income Bonds	570,000	5	April & Oct.	"	1872	53½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	93
3d Mortgage	6,000,000	7	" "	" "	1883	87
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	87
5th Mortgage	926,500	7	June & Dec.	" "	1888	83
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	—— & ——	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	—— & ——	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	—— & ——	New York.	18—	....
Galena & Chic. Union (C.N.&W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592,000	7	J. & J.	Augusta.	70'–75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	—— & ——	Ottawa.	.....	....
Mortgage Bonds £616,200	2,983,720	6*	—— & ——	London.	'73–'76	....
Mortgage Bonds £547,000	2,652,950	5½*	—— & ——	"	'77–'78	....
Stock Debentures £46,700	226,500	5*	—— & ——	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	108
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	86
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	81
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	108½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	100
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	—— & ——	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	—— & ——	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	—— & ——	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.82 m.)	481,000	7	Jan. & July.	Providence.	1876	73½
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York	1870	101½
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	86½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	33
Illinois Central:						
Construction	3,955,000	7	April & Oct.	New York.	1875	114
Construction	437,500	6	" "	" "	1875	....
Redemption	2,560,500	6	" "	" "	1890	....
Redemption, sterling	2,424,500	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1883	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville, M. & L.:						
2d Mortgage	397,000	7	April & Oct	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & O.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000		Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	90
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	95¾
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	...
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	98
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	85
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8,000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago:						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	...
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	90½
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	72
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	85
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	" "	New York.	1869	113½
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	101½
2d Mortgage	2,693,000	7	" "	" "	1877	97½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du C.)	786,000	7.3	" "	" "	1898	92
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	90
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	72
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	40
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,200,000	988,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	52
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	19
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	38
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	308,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	85½
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	102½
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	95½
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'89	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct. 1, '68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1889	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jan. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	78
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	70
N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	46
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						
Premium, Sinking Fund Bonds	5,946,689	6	May & Nov.	New York.	1883	91½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	85
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	90½
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1903	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	100
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'73–'78	95¾
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage	303,000	8	" "	"	1877	80
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	75
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	87½
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	90
Chattel Mortgage	360,000	10	April & Oct.	"	1887	108
2d Mortgage	276,500	7	— & —	"	18—	90
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	90
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	89½
Consol. Mort. for $6,000,000	952,000	6*	Jan. & July.	"	1900	97
Northern New Hampshire:						
Company Bonds of 1854	120,000	6	April & Oct.	Boston.	1874	95¾
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	92
3d Mortgage (B. & O. R. R. Co.)	140,000	6	" "	"	1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	....
New Loan for $800,000	.....	8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	....
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug.	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69–'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	96½
1st Mortgage, W. Div	850,000	7	" "	" "	1872	....
2d Mortgage, W. Div	556,000	7	" "	" "	1874	....
Income, W. Div	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	85
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	Jan. & July	Philadelphia.	1897	78
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	95
Company Bonds	458,000	6	April & Oct.	"	1875	93¾
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	102½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	74½
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	83
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	76
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70–'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	97
St. Louis Loan	700,000	6	" "	" "	'71–'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	160,000	7	—— & ——	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69–'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	—— & ——	Philadelphia.	18—	91
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	—— & ——	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
1st Mortgage (General)	5,000,000	6	" "	"	1881	92
2d Mortgage	4,000,000	6	" "	"	1901	85¾
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	87½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,800	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,300	6	" "	"	1880	92½
Bonds of 1857, convertible	171,500	6	" "	"	1886	94½
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72–'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	104½
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	93
Bonds of 1866	1,000,000	6	April & Oct.	"	'71–'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000	.....	7	Jan. & July.	Baltimore.	1898	90
Port Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R.W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69–'74	....
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97¾
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providenee.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	83
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7*	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80–'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87–'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75–'76	175½
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75–'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75–'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	—— & ——	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69–'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	—— & ——	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69–'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	....
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	—— & ——	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	80
St. Louis and Iron Mountain.						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	87½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	91
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000	.....	8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000	.....	7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000	.....	7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98¾
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	85
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
3d Mortgage	71,000	7	— & —	" "	1870	....
Selma and Meridian:						
1st Mortgage	79,873	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	72
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	82
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90½
South Side, Va.:						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1887	....
2d Mort., guar. by Petersburg	300,000	6	" "	Petersburg.	'70-'75	63
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	88
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	78½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	34½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	76½
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	79
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,111,000	6*	Jan. & July.	New York.	'95-'99	84½
2d Mortgage (Gov. subsidy)	27,111,000	6	" "	" "	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	41
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	100½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	91½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7	Apr.&Oct or Jan.&Jul.	Philadelphia.	1890	....
" " 2d class	850,000	7		"	1890	....
" " 3d class	154,000	7		"	1890	....
" " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	....
2d Mortgage	23,500	6	" "	" "	1868	64½
3d Mortgage (Enlarged)	690,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	76
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	94
2d Mortgage, registered	562,000	8	April & Oct.	"	1878	90
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	91
Loan of 1896 for $1,000,000	983,500	7	Jan. & July.	"	1896	96
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	80
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	18—	80
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st *Mortgage*, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d *Mortgage*, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	89
York and Cumberland (N. Cent.):						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage	25,000	6	Jan. & July.	"	1871	....
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	93
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,796	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "		1884	85
3d Loan	2,000,000	6	" "	"	1897	....
Gold Loan	5,000,000	6*	June & Dec.	"	1897	88½
Convertible Loan	1,201,850	6	" "	"	1877	77
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
2d Mortgage	302,750	6	" "	"	1876	70
Boat Loan	232,087	6	" "	"	1885	73
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58
Improvement Loan	1,601,670	6	May & Nov.	"	1876	....
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	55
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000		Jan. & July.	Philadelphia.	1878	90

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Carried one mile: Passengers.	Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1868	25.0	—	0.4	157.0	1	—	—	6	Adirondac .... New York.	2,079,058	*	lands, &c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0			23.0					Alabama and Chattanooga....New York.									70.0							100	....
Sept. 30, 1868	126.0	—	11.2	15.0	17	15	7	182	Albany and Susquehanna ¶ ...New York.	5,839,598	547,857			1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819		100	....
Jan. 31, 1869	132.0	—	12.0	48.0	12	13	6	102	Allegheny Valley.........Pennsylvania.	8,042,793	*			2,241,250	4,000,000	1,801,543	....	132.0	....	362,803	570,186	946,405	446,907		50	....
Jun. 30, 1868	26.5	5.0	4.9	—	7	6	4	110	Androscoggin...........Maine.	800,000	*							68.0	120,113	67,700	49,327	185,226	75,428		100	....
Nov. 30, 1868	23.0	—	1.8	—					Ashuelot...........New Hampshire.	506,000				201,000	195,000				(Leased	to Cheshire.)			7,000		100	....
Jun. 30, 1868	86.7	—	8.2	—	17	6	7	86	Atlanta and West Point ....Alabama.	1,200,230	*		117,052	1,232,200	47,000	6,613	31,470	86.7				351,071	111,667	8	100	95
Oct. 31, 1868	387.3	38.2	90.0	—	156	92	37	3,370	Atlantic and Great West. N.Y. Penn. & O.	58,812,853	*	63,417	....	27,798,923	29,999,901	1,049,166		505.7		666,824	1,746,527	4,846,048	1,857,266		50	....
Dec. 31, 1868	237.0	48.0	13.0	—	20	14	16	206	Atlantic and Gulf ¶..........Georgia.	5,784,189	*	50,000		3,691,200	1,981,581	170,130		285.0		43,640		608,059	155,975		100	35
May 31, 1867	94.9	—	7.7	—	9	6	2	62	Atlantic and North Carolina ¶. N. Carolina.									94.9				1,026,488	95,979	4	100	....
Dec. 31, 1868	149.0	1.5	25.0	—	45	17	7	541	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,197	*			2,494,900	3,483,992			150.5				1,080,749	206,554	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	2	3	1	4	Avon, Geneseo and Mount Morris ..N. Y.	198,094	17,715	1,489	5,532	194,225	20,000	214	8,668		20,032	40,624	3,651	29,391	12,598	4	100	....
Sept. 30, 1866	379.6	8.0	329.0	—	290	137	27	3,846	Baltimore and Ohio ¶ .....Md. & W. Va.	22,591,011	4,609,645	12,904,290	3,210,726	16,151,962	9,543,681	1,056,222	17,548,132	379.6	4,612,428			7,702,229	3,222,089	8	100	129
Sept. 30, 1866	30.0		....						Washington Branch ¶ ....Maryland.	1,650,000		404,340		1,650,000	25,000		379,340	30.0	425,776			406,761	341,745	10	100	125
Sept. 30, 1866	103.5		....						Parkersburg Branch.........W. Virginia.									103.5	525,832			535,435			100	23
Dec. 31, 1868	40.0		5.0	195.0	9	2	1	541	*Bay de Noquet and Marquette*....Michigan.	800,000	295,397	957,040	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803				100	....
Dec. 31, 1868	67.0		8.0		21	20	6	720	Belvidere Delaware ....New Jersey.	3,914,896	*			996,150	2,244,500	824,293		67.0	301,303	284,116	326,244	631,858	191,895		100	....
Jun. 30, 1868	54.0		5.5		4	3	3	40	Bennington and Rutland.........Vermont.	1,125,000	*			332,000	700,000			59.5		41,362	37,758	125,440	131,045		100	....
Nov. 30, 1869	21.2		1.9					80	Berkshire..........Massachusetts.	500,000	100,000			600,000			600,000						42,000	7	100	82
Sept. 30, 1868	15.6		5.4						Blossburg and Corning..........New York.	582,346				250,000					(Leased	to Fall Br	ook Coal	Co.)		7	100	
Nov. 30, 1869	200.6	49.6	319.9		159	114	37	2,762	Boston and Albany.... Mass. & N. York.	17,719,196	2,597,837			10,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	10	100	144½
Nov. 30, 1869	42.9		6.7		8	12	6	132	Boston, Clinton and Fitchburg ......Mass.	1,073,622	274,636		34,607	872,600	648,000	104,954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024		100	....
Mar. 31, 1869	93.5		6.7		15	12	8	223	Boston, Concord and Montreal ......N. H.	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3		7,340,040	3,471,360	486,675	160,949		100	75¼
Nov. 30, 1869	297.7		24.3		48	84	27	628	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	28,148,405	628,603	21,373,900	12,000	25,000,000	21,200,000	7,349,164		97.5	460,741	14,038,169	6,015,251	640,007	175,725		100	3½
Nov. 30, 1869	26.8	1.9	45.0		29	35	17	533	Boston and Lowell..........Mass.	2,469,955	183,345	67,229	526,467	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	137
Nov. 30, 1869	74.4	8.5	56.7		45	75	23	1,026	Boston and Maine......Mass., N. H. & Me.	4,379,295	716,719	273,629	102,051	4,471,274		217,437	1,000,420	146.1	902,000	51,248,678	16,163,410	1,871,339	549,949	10	100	146¼
Nov. 30, 1869	67.5	7.7	52.0		32	50	12	312	Boston and Providence.......Mass. & R. I.	3,152,600	207,400	464,989	176,146	3,360,000			410,615	63.9	510,444	29,963,489	13,021,748	1,280,361	403,681	10	100	142
Sept. 30, 1868	26.0		2.0						Buff., Bradford and Pittsb...Penn. & N. Y.	2,866,000				2,268,000	580,000										100	
Oct. 31, 1868	42.3		1.0		6	5	2	23	Buff., Corry and Pittsb..... N. Y. & Penn.	1,431,460	*			428,717	700,000	376,284		43.2	26,320	69,088	94,196	223,040	59,559		100	
Sept. 30, 1868	88.0		40.0		42	22	15	946	Buffalo and Erie..........New York.	6,718,800	*			6,000,000	3,700,000			88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	
Dec. 31, 1868	101.2	2.1	8.7						Buffalo and Lake Huron..........Canada.	8,000,780	*											171,645			100	
Sept. 30, 1868	142.0		13.0		28	32	9	428	Buffalo, New York and Erie..New York.	3,396,088	*			950,000	2,389,000									7	100	
Sept. 30, 1868	16.0	—	1.0	101.0	2	1	1	16	Buffalo and Washington ...Penn. & N. Y.	485,350	*			428,473		49,900	....	11.0	9,096	25,508	11,677	21,987	....		100	
Dec. 31, 1868	—	—	—	330.0	—	—	—	—	Burl., Cedar Rapids and Minnesota. Iowa.	....	....	....	....			....		—	....	....	....	....	....	—	100	
Dec. 31, 1868	180.0	—	....	100.0	18	12	7	506	*Burlington and Missouri River*.....Iowa.	3,675,000	*	....	....	1,516,455	2,158,545	....		180.0	....	....	....	841,653	411,226		100	80
Dec. 31, 1868	61.2	31.1	100.0	—	128	193	40	1,090	Camden and Amboy.........New Jersey.	11,221,896	*	8,775,984	—	9,999,969	9,865,645	....	728,431	165.0	....	....	....	7,830,525	2,527,438	10	100	115½
Dec. 31, 1868	60.2	—	4.1	—	9	36	4	88	Camden and Atlantic.........New Jersey.	2,062,102	*	—	—	1,109,406	990,000	75,179	—	60.2	....	....	....	325,041	134,345	—	100	15
Dec. 31, 1868	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	710,962	—	—	—	331,525	335,000	44,437	—	—	....	....	....	34,940	34,940	3	100	
Nov. 30, 1869	64.8	1.0	3.0	—	8	15	2	67	Cape Cod ....Mass.	1,277,469	123,864	64,258	28,051	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	8½	100	68
Dec. 31, 1868	41.2	—	....	—	8	12	—	—	Cape May and Millville......New Jersey.	701,034	*	—	—	447,000	....	—	—	—	(Leased	to West J	ersey.)	—	—	6	50	....
Oct. 31, 1868	20.0	4.0	6.0	—	6	3	2	418	Catasauqua and Fogelsville.........Penn.	708,322	*	21,600	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	....
Oct. 31, 1868	65.0	2.5	5.0	—	21	9	4	485	Catawissa.............................Penn.	3,774,000	*	—	—	3,359,500	371,000	—	—	67.5	257,968	—	856,554	540,543	141,001	5	50	28
Sept. 30, 1868	34.6	—	....	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	389,110	—	—	—	—	(Leased	to Dela., L.	and W.)	54,000	54,000	9	100	....
Dec. 31, 1868	44.0	—	....	37.0	—	—	—	—	Cedar Falls and Minnesota ....Iowa.	3,402,000	—	—	....	1,701,000	1,701,000	....	....	—	(Leased	to Illinois	Central.)	—	—	—	100	....
Dec. 31, 1868	271.6	—	....	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,131,000	—	—	—	7,545,000	3,586,000	....	....	—	(Leased	to Chic. a	nd N. W.)	419,848	419,848	—	100	....
Nov. 30, 1868	190.6	—	25.8	—	49	34	41	638	Central of Georgia..............Georgia.	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	282.0	—	95,006	....	2,008,721	724,656	12	100	122
Dec. 31, 1868	64.0	10.0	76.0	—	107	104	15	1,698	Central of New Jersey.......New Jersey.	18,034,675	*	*	....	15,000,000	3,034,675	....	....	89.0	....	....	....	8,729,412	1,350,220	10	100	103¼
Jun. 30, 1868	137.1	—	23.2	—	44	20	25	1,253	Central Ohio...........................Ohio.	5,511,209	*	....	—	3,000,000	2,500,000	11,209	—	137.1	....	229,560	204,630	1,025,545	Loss.	6	100	23
Dec. 31, 1868	695.0	—	....	52.0	108	11	10	1,694	Central Pacific................California.	60,000,000	*	....	1,992,150	8,000,000	54,084,000	....	....	200.0	....	....	....	2,300,767	1,457,601	—	100	....
Dec. 31, 1868	100.0	—	....	—	....	....	....	....	Central Br., Union Pacific R.R....Kansas.	4,800,000	*	....	....	....	3,200,000	....	....	100.0	....	....	....	....	....	—	100	....
Sept. 30, 1868	103.5	—	....	—	10	9	4	80	Charleston and Savannah...S. Car. & Ga.	1,505,000	*	....	—	1,000,000	....	505,000	220,445	60.7	....	7,800	....	47,068	Loss.	—	100	....
Dec. 31, 1868	109.6	—	8.9	—	13	9	7	99	Charlotte and S. Carolina...N. C. & S. C.	2,000,000	*	103,000	15,340	1,500,000	334,000	128,750	55,590	109.6	....	....	....	....	....	—	100	....
Sept. 30, 1868	17.4	—	12.5	—	—	—	—	—	Chemung......................New York.	400,000	*	—	—	380,000	—	—	—	—	(Leased	to Erie.)		30,000	30,000	6	100	....
Aug. 31, 1867	40.0	—	....	—	....	....	....	....	Cheraw and Darlington.........S. Carolina.	....	....	....	....	391,222	261,600	....	—	40.0	....	....	....	61,013	14,145	—	100	....
Nov. 30, 1869	53.6	—	13.0	—	24	18	7	364	Cheshire.................New Hampshire.	2,367,041	322,260	157,000	259,089	2,085,925	791,500	....	109,495	53.6	495,525	4,733,511	[illegible]	[illegible]	51,338	5	100	....
Oct. 31, 1868	21.5	—	1.5	—	—	—	—	—	Chester Valley ....Pennsylvania.	1,371,900	—	—	—	871,900	500,000	420,000	—	—	(Leased	to Phila. a	nd Read.)	....	....	—	50	[illegible]
Dec. 31, 1868	243.0	—	29.8	—	97	42	20	1,938	Chicago and Alton ....Illinois.	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	....	....	4,508,643	1,987,896	10	100	112
Apr. 30, 1869	370.0	60.0	200.0	—	135	49	38	2,943	Chicago, Burlington and Quincy..Illinois.	15,745,050	3,850,219	1,989,710	414,155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	6,812,809	3,145,287	10	100	147
Dec. 31, 1868	73.0	—	....	30.0	7	4	3	93	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	*	....	....	1,500,000	1,000,000	....	....	73.0	....	....	....	....	....	—	100	....
Dec. 31, 1868	81.3	—	....	—	—	—	—	—	Chicago, Iowa and Nebraska ....Iowa.	4,859,900	—	....	....	3,916,300	942,600	....	....	—	(Leased	to Chic. a	nd N. W.)	631,782	631,782	10	100	142
May 31, 1869	803.1	—	166.8	—	255	155	109	5,511	Chicago and N. West'n. Ill., Wis. & Mich.	48,753,801	*	2,017,578	....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	....	....	....	13,941,343	4,881,189	10	100	71
Mar. 31, 1869	498.0	50.0	62.7	—	107	49	23	2,508	Chicago, Rock Island & Pacific. Ill. & Iowa.	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	102¼
May 31, 1869	—	—	—	26.0	—	—	—	—	Chillicothe and Brunswick	....	....	....	....	500,000	500,000	....	....	—	....	....	....	....	....	—	100	....
Jun. 30, 1867	Lessees of San. & Cin.								Cincinnati, Dayton and Eastern.....Ohio	620,000	*	....	....	155,000	465,000	—	70,456	191.0	431,581	....	....	679,999	157,123	13	100	....
Mar. 31, 1868	60.1	—	61.4	—	34	30	16	437	Cincinnati, Hamilton and Dayton...Ohio.	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,634	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	—	—	—	—	Cincinnati and Indiana.......Ohio & Ind.	2,500,000	—	....	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin.	and Laf.)	....	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	—	—	—	—	Cin., Lexington and E. Tennessee.....Ky.	1,000,000	—	—	—	1,000,000	....	....	....	—	(Leased	to Kentuc	ky Central.)			—	100	....
Jun. 30, 1868	98.0	25.0	3.4	—	14	12	5	180	Cin. and Indianapolis Junction..O. & Ind.	5,624,084	*	....	....	3,003,450	2,250,000	370,634	—	113.0	....	....	....	....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	—	—	—	—	Cincinnati and Martinsville......Indiana.	800,000	—	....	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin.	and Laf.)	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	—	—	—	—	Cin., Richmond and Chicago. Ohio & Ind.	818,233	120,459	700	9,973	374,100	560,000	15,258	....	42.0	....	....	....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9.0	—	15	11	6	259	Cincinnati and Zanesville..............Ohio.	2,969,361	*	....	....	1,669,361	1,300,000	....	....	132.1	253,046	107,571	93,877	353,954	17,675	—	100	....
Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind....Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,022,000	365,846	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74

Dec. 31, 1868	340.6	49.9	70.8	—	83	47	22	1,315	Cleveland, Col. Cin. & Ind...	Ohio & Ind.	11,936,146	*	1,774,845	539,456	11,620,000	2,622,000	365,846	242,602	390.3	2,177,407	546,377	628,356	2,962,614	834,449	7	100	74
Dec. 31, 1868	67.8	12.4	59.6	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,320,327		296,300		2,056,750	1,652,100				(Leased	to Atl. &	Gt. Weste	rn.)		8	100	
Nov. 30, 1868	101.0	102.8	45.3	—	67	37	44	1,337	Cleveland and Pittsburg	Ohio & Penn.	10,432,683	*	150,976	497,358	5,971,160	4,209,489	470,369	439,999	229.8	1,616,216	613,471	979,862	2,493,214	937,758	6	50	100
Dec. 31, 1868	112.7	43.9	25.3	—	40	39	15	867	Cleveland and Toledo	Ohio.	6,969,077	1,282,517			6,250,000	3,149,000				(	(Leased to	Lake Sho	re.)		7	100	93
Feb. 28, 1869	588.0	12.0	58.8	—	125	70	25	1,800	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	29,184,000	*			11,620,000	17,764,000			(Le		Pittsburg	Cincinnati	and St. Louis.)			100	17½
Mar. 30, 1868	54.7	—	12.8	—	—	—	—	—	Columbus and Xenia	Ohio.	1,464,078		655,530	81,105	1,786,200	248,000	80,667	85,846		(Ope	rated by	Little Mi	ami.)		8	50	
Mar. 31, 1868	35.0	7.0	10.0	—	29	27	10	434	Concord	New Hampshire.	1,500,000	*			1,500,000			161,970	81.0	533,695	403,574	421,629	826,634	346,495	10	50	83½
Mar. 31, 1868	27.0	—	2.24	—	2	4	—	55	Concord and Claremont.	New Hampshire.	698,258	*			596,587	374,500			27.0	45,081	40,999	23,704	74,706	27,542	—	100	
Mar. 31, 1869	58.0	—	3 1	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	350,000	*			350,000					(Le	ased to	Concord.)			7	100	103½
May 31, 1869	110.3	—	9.8	—	13	11	7	327	Connecticut and Passump. Riv.	Vermont.	2,996,181	*	137,420	27,890	2,084,200	795,000	212,562	68,929	110.3	190,409	3 747,271	4,799,290	529,347	192,184	6	100	87
Nov. 30, 1869	50.0	3.4	12.6	—	16	19	8	233	Connecticut River	Massachusetts.	1,842,423	201,499	109,086	249,400	1,700,000	250,000		216,147	58.4	306,976	8,923,930	6,780,548	649,196	202,840	10	100	140
Oct. 31, 1868	6.8	—	95.3	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,178,300				100,000	1,000,000	1,178,300			(Leased	to Phila.	& Trent.)				50	
Mar. 31, 1868	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000			14.6	21.710	15,047	8,826	39,337	14,823		100	
Dec. 31, 1868	34.0	—	10.0	—	21	6	1	420	Cumberland and Pennsylvania.	Maryland.	3,300,000	*			1,500,000	1,674,000			34.0	248,299	67,685	1,246,515	523,329	163,178	—	50	
Sept. 30, 1868	74.0	—	9.7	—	16	14	6	227	Cumberland Valley	Penn. & Md.	1,498,237	*	96,071	312,155	1,316,900	352,400	63,957	143,207	74.0	242,146	281,184	231,518	564,513	279,745	8	50	110
Dec. 31, 1868	23.8	—	3.0	—	5	6	2	60	Danbury and Norwalk	Connecticut.	435,538	*	26,000	44,586	400,000	160,000		6,124	23.8	69,630			170,672	51,024	10	100	
Apr. 30, 1869	—	—	—	117.5	—	—	—	—	Danv., Urbana, Bloomingt'n & Pekin.	Ill.	5,000,000	*			3,000,000	2,000,000				(U	nder cons	truction.)				100	
Mar. 31, 1868	141.4	—	15.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,749,101	508,266	36,000	210,846	2,362,841	3,423,500	660,700		141.4				965,853	273,497	—	100	
Jun. 30, 1868	31.8	—	1.9	—	4	4	3	56	Dayton and Union	Ohio.	499,684	*			76,000	527,449	12,768		31.8	76,128	72,188	60,571	118,420	17,479	—	100	
Nov. 30, 1868	36.0	—	2.8	—	—	—	—	—	Dayton and Western	Ohio.	1,087,779				309,276	758,000			42.0				139,355	loss.	—	100	
Dec. 31, 1868	84.5	28.0	6.3	—	—	—	—	—	Delaware	Delaware.	1,826,615	*			891,206	892,750			112.5				354,270	61,942	6	100	
Oct. 31, 1868	113.0	—	....	—	98	15	8	3,734	Delaware, Lack. and Western	Penn.	11,021,259	2,967,617			14,100,600	3,683,000	1,008,162		253.4	2,054,957	191,888	2,128,512	3,743,107	1,794,648	12½	50	163
Dec. 31, 1868	162.0	—	10.0	—	19	10	10	376	Des Moines Valley	Iowa.					1,820,000	2,892,000			168.0						—	100	
Dec. 31, 1868	189.0	—	18.5	—	34	30	23	520	Detroit and Milwaukee	Michigan.	9,698,548	*			2,547,350	6,925,048	27,923	163,429	189.0	600,913	438,394	287,729	1,718,694	704,458	—	100	
Mar. 31, 1868	28.5	—	1.1	—	3	3	3	85	Dover and Winnipissogee	New Hamp.	825,199	*			480,000					(Leased	to Boston	& Maine.)	29,000	29,000	3	100	
Dec. 31, 1868	143.5	—	6.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,257,043	*	107,393	64,767	3,662,123	960,000	653,956	153,124	(L	eased to	Illinois Ce	ntral.)	973,186		4½	100	168
Dec. 31, 1868	56.0	—	2.0	—	4	2	2	67	Dubuque South Western	Iowa.	1,384,81	*			680,372	550,000	377		79.0				176,217		—	100	
Sept 30, 1868	—	—	—	41.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	365,000				280,000					(I	n progre	s.)				100	
Sept. 30, 1868	10.0	—	—	65.0	—	—	—	—	Dutchess and Columbia Counties	N. Y.					500,000	1,000,000							(In progr	ess.)		100	
Oct. 31, 1868	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	259,800				124,800	140,000	2,000			(Leased	to Penny	lvania.)			—	50	
Nov. 30, 1869	44.1	53.4	23.0	—	45	75	25	724	Eastern ¶	Massachusetts.	5,734,862	847,314	854,386	382,402	4,087,300	2,900,400	450,200	198,222	144.4	969,318	57,357,609	8,896,106	1,675,238	529,914	8	100	116
Dec. 31, 1868	28.5	—	1 8	—	—	—	—	—	Eastern Shore ¶	Maryland.	850,000				280,000	570,000				(Leased	to Phila.,	Wil. & Bal	t.)			100	
Oct. 31, 1868	7.5	—	3.5	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550					(Leased	to Phila.	& Reading	.)		6	50	
Oct. 31, 1868	36.0	—	9.8	—	14	8	5	125	East Pennsylvania	Pennsylvania.	1,589,947				654,600	576,900			36.0	244,880	293,720	481,273	565,168	191,633	—	50	50
Jun. 30, 1868	110.8	30.0	8.2	—	19	13	4	185	East Tennessee and Georgia ¶	Tenn. & G.	3,530,492	*	40,410	255,124	1,319,996	2,385,770	141,339		140.8				512,864	60,969	—	100	
Jun. 30, 1868	130.0	—	7.0	—	20	14	5	206	East Tennessee and Virginia ¶	Tenn.									130.0	350,378	82,393	71,288	537,691	133,709	—	100	
Oct. 31, 1868	47.0	—	....	—	5	4	1	58	Edgefield and Kentucky ¶	Tenn.								(Oper. by	Evan	sville, H	enderson	& Nashv.)	82,928	3,095	—	100	
Sept. 30, 1868	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000					(Leased	to Northe	rn Centra	l.)	25,000	5	100	
Oct. 31, 1868	78.0	—	14.5	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000				1,000,000	1,620,000				(Leased	to Northe	rn Centra	l.)	165,000	5	50	56
Sept. 30, 1868	460.0	96.0	389.6	—	371	187	300	5,856	Erie	New Jersey, N. York & Pa.	56,486,606	*	2,276,118	12 506,703	46,302,210	23,398,800	6,745,809	84,707	816.2	6,882,970	2,194,348	3,908,243	14,376,872	3,244,588	—	100	25
Oct. 31, 1868	81.6	2.0	14.0	—	19	11	3	30	Erie and Pittsburg	Pennsylvania.	2,094,388	806,184			962,900	2,459,132	62,103		90.6	400,545	147,041	434,005	636,916	245,369	—	50	
Dec. 31, 1868	25.0	—	2.2	75.0	—	—	—	—	European and North American ¶	Maine.															—	100	
Jun. 30, 1868	108.0	—	13.5	—	14	19	6	178	European and N. American ¶	N. Brunsw.	4,644,903	*	112,472	24,889	4,761,978			20,268	108.0	182,212	171,453	63,450	166,758	35,072	—	100	
Aug. 30, 1868	109.0	23.0	10.3	—	15	11	5	200	Evansville and Crawfordsville	Indiana.	2,402,734	358,321		14,234	1,144,016	1,240,000	52,365	377,044	132.0	261,697			453,186	117,920	—	100	
Dec. 31, 1868	63.6	—	2.0	35.0	8	6	3	145	Evansville, Henderson and Nashville	Ky.									64.0						—	100	
Nov. 30, 1869	5.8	—	....	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089		21,759	208	150,000	238,450	17,000		5.8	10,881	395,465		29,687	6,816	—	100	
Oct. 31, 1868	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				107,400					(Leased	to Pittsbu	rg and Ce	nnellevill	e.)	7.6	50	
Nov. 30, 1869	51.0	42.8	80 3	—	32	40	11	521	Fitchburg	Massachusetts.	3,189,851	350,148	256,425	306,374	3,540,000			547,050	93.8	614,525	22,134,414	16,941,140	1,290,594	341,880	8	100	133½
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Flemington	New Jersey.	375,000				150,000	100,000	125,000			(Leased	to Belvide	re Delaw	are.)			100	
Dec. 31, 1868	79.0	—	2.0	....	14	13	6	168	*Flint and Pere Marquette*	Michigan.		*			1,098,600	1,520,500			90.0		245,424	119,182	381,984	189,578	—	100	
Dec. 31, 1868	154.0	—	3.5	—	7	—	—	75	*Florida*	Florida.	3,000,000	*			3,000,000				154.0						—	100	
Dec. 31, 1868	45.2	—	....	—	4	—	—	34	*Florida and Alabama*	Florida.	1,300,000	*							12.5						—	100	
Dec. 31, 1868	60.0	—	....	—	—	—	—	—	*Florida, Atlantic and Gulf Central*	Florida.									60.0						—	100	
Dec. 31, 1868	—	—	....	96.0	—	—	—	—	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.					1,000,000	1,500,000				(In pr	ogress.)				—	100	
Dec. 31, 1868	11.5	5.5	1.0	—	2	3	9	12	Freehold & Jamesburg Agricultural	N. J.	329,305	*			230,845		97,000		17.0	36,930	67,586	44,055	53,493	14,361	—	100	
Dec. 31, 1868	50.3	1 7	....	—	7	8	2	91	Galveston, Houston & Henderson	Texas.						575,000			52.0						—	100	
Mar. 31, 1868	171.0	61.0	....	—	42	23	10	442	Georgia	Georgia.	4,156,000	*	1,406,820	306,897	4,156,000	389,500	194,688	1,130,529	233.0	657,007			1,003,724	491,889	6½	100	100
Dec. 31, 1868	20.0	—	....	330.0	—	—	—	—	*Grand Rapids and Indiana*	Indiana.	642,000	*			475,000	167,000			20.0						—	100	
Dec. 31, 1868	61.0	—	—	30.0	—	—	—	—	Grand River Valley	Michigan.					1,000,000	1,000,000			61.0						—	100	
Dec. 31, 1868	884.0	523.0	....	—	323	219	85	4,094	Grand Trunk ¶	Canada.	92,798,500	*			14,367,950	78,430,550			1,831.0	5,479,787	1,424,254	1,063,144	7,014,800	1,800,572	—	100	
July 31, 1868	229.9	105.5	....	—	99	125	30	1,413	Great Western ¶	Canada.	25,862,970	*	2,095,000	8,490	17,394,695	8,917,940		608,825	334.5	2,344,814	732,416		3,792,310	1,781,667	3½	100	
Sept. 30 1868	149.3	21.0	4.5	—	27	14	2	59	Greenville and Columbia ¶	S. Carolina.	3,061,213	*	80,495		1,510,374	1,737,500	200,000		164.3	122,712	39,149		320,138	128,055	—	100	
Aug. 31, 1868	206.0	69.0	20.0	—	54	27	14	601	*Hannibal and St. Joseph* ¶	Missouri.					7,600,000	9,760,000			271.0				2,184,167		—	100	107
Oct. 31, 1868	36.0	18.0	20.6	—	—	—	—	—	Harrisburg and Lancaster	Pennsylvania.	1,882,550	*			1,182,550	700,000		22,441		(Leased	to Penny	lvania.)	133,284	133,284	7	50	112½
Nov. 30, 1868	61.4	14.1	70.3	—	31	29	...	518	Hartford and New Haven	Connecticut.	3,407,285	*			3,300,000	927,000			74.5	613,585	140,926	18,558,582	1,861,682	548,219	14	100	232
Jan. 31, 1868	122.4	—	15.4	77.6	22	24	15	300	Hartford, Prov. and Fishkill	Conn. & R. I.	4,895,285	456,449	361,606		2,037,989	2,055,000			122.4	273,153	851,826	182,894	766,351	122,688	—	100	
Dec. 31, 1868	74.0	—	8.0	—	12	14	6	253	Housatonic	Connecticut.	2,105,558	*	285,095	123,332	2 000,000	291,000	121,023	101,962	119.8				581,983	211,545	—	100	
Sept. 30, 1868	130.0	—	6.5	....	15	9	7	200	Houston and Texas Central ¶	Texas.	4,600,000	*			2,000,000	2,600,000	140,000		135.0				897,617	528,297	—	100	
Dec. 31, 1868	50.0	—	....	....	2	3	1	16	Houston Tap and Brazoria	Texas.									50.0						—	100	
Sept. 30, 1868	144.0	—	170.6	—	82	159	36	1,059	Hudson River	New York.	16,069 382	2,516,607	19,484		13,932,700	6,074,960	1,167		150.0	1,870,180	2,626,303	716,263	5,674,215	1,780,896	8	100	
Oct. 31, 1868	44.0	14.7	12.0	—	13	3	3	57	Huntingdon and Broad Top Mt.	Penn.	2,201,675	*			689,380	1,810,045			58.7	152,874	27,812	296,895	219,211	80,051	—	50	
Dec. 31, 1868	703.0	—	100.0	—	170	96	39	3,817	*Illinois Central*	Illinois.	31,900,487	*	10,195,465	2,012,928	25,277,270	9,377,500	9,454,110		970.9	4,593,446	1,312,631	1,463,675	7,817,629	2,414,985	10	100	140½
Dec. 31, 1868	—	—	—	72.0	—	—	—	—	Indianapolis and St. Louis	Indiana.				(Is no	w operat	ing Terre	Haute,	Alton &	St. Lo	ui s R.	R.)				—	100	
Dec. 31, 1868	159.0	—	18.0	—	54	51	16	900	Indianapolis, Cin. and Lafayette	Indiana.	3,269,134	1,586,339	4,456,485	106,746	6,185,897	8,232,807			302.5						—	50	10
Dec. 31, 1868	75.0	—	....	—	12	10	6	280	Indianapolis, Peru and Chicago	Indiana.									75.0	237,250					—	100	
Dec. 31, 1868	—	—	—	225.0	—	—	—	—	Iowa & Missouri State Line	Iowa & Mo.															—	100	
Jun. 30, 1868	13.0	—	....	....	4	2	—	64	Iron	Ohio.	314,897	*			132,411	35,000	26,399		13.0	23,000	31,778	68,378	64,610	8,944	—	100	
Oct. 31, 1868	11.0	—	2 0	—	2	—	—	—	Ironton	Pennsylvania.	250,000	18,000	300,000		400,000	150,000			11.0			129,013	37,322	2,107	—	50	
Dec. 31, 1868	116.0	—	10.0	....	10	10	4	152	*Jackson, Lansing and Saginaw*	Michigan.	2,598,023	*	15,000	72,030	515,465	1,895,000	143,196	131,393	116.0				391,849	212,727	—	100	
Dec. 31, 1868	108.0	52.0	13.1	—	37	28	15	521	Jeffersonville, Madison and Ind.	Indiana.	6,027,342	*	975,101	282,491	2,000,000	3,120,000	732,290	1,432,644	225.0	695,819			1,063,524	264,955	—	100	67
Dec. 31, 1868	37.0	—	....	—	—	—	—	—	Joliet and Chicago	Illinois.	2,000,000				1,500,000	500,000				(Leased	to Chicag	o and Alt	on.)	152,927	7	100	90
Dec 31, 1868	45.0	—	....	—	—	—	—	—	Joliet and Northern Indiana	Ill. & Ind.	1,100,000				300,000	800,000				(Leased	to Michig	an Centra	l.)		8	100	
Oct. 31, 1868	4.6	—	4.6	0.8	—	—	—	—	Junction (Phila.)	Pennsylvania.	892,751				180,250	800,000			4.6	12,736	179,720	1,068,270	79,033	41,987	—	100	
Dec. 31, 1868	99.0	—	11.0	—	18	12	6	276	Kentucky Central	Kentucky.						1,159,000			99.0						—	100	
Dec. 31, 1868	25.0	—	....	18.0	3	5	2	50	Keokuk and St. Paul	Iowa.	750,000	*			250,000	500,000			25.0	(Owned	by Chic	ago Burlin	gton & Q	uincy.)		100	
Dec. 31, 1868	16 0	—	—	53.0	—	—	—	8	Knoxville and Charleston ¶	Tennessee.									16.0						—	100	
Dec 31, 1868	31 0	—	1 3	34.0	2	1	1	20	Knoxville and Kentucky ¶	Tennessee.									31.0						—	100	
Oct. 31, 1868	80.0	—	35.0	—	20	6	3	1,497	Lackawanna and Bloomsburg	Penn.	3,291,358	521,772			1,335,000	2,248,000	68,6 0		80.0	532,181			842,567	302,838	—	50	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500,000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1869	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	—	109	87½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325,468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,376	4,270,650	1,769,356	10	50	109½
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	—	....	....
Jun. 30, 1869	29.0	—	2.7	—	—	—	—	—	Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,59.	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—	—	—	—	—	Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....	—	(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,524	—	....	....
Oct. 31, 1868	28.3	3.0	16.6	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	81½
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore. New Jersey.	182,680	.....	.....	.....	223,440	—	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,705,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—	—	—	—	—	Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996,818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,675	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	—	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864,710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0	—	—	—	—	*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—	—	—	—	—	McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138,055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—	—	—	—	—	Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	....	....	....	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	133
Mar. 31, 1868	19.0	—	....	—	—	—	—	—	Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	....	....	....	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—	—	—	—	—	Memphis, Clarksv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L.& N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—	—	—	—	—	Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,110	463,538	—	130.6	313,874	.....	.....	514,376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	119½
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I.	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—	—	—	—	—	Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—	—	—	—	—	Millstone and New Brunswick.N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	59½
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven.....Penn.	3,775,000	*	.....	.....	3,775,000	—	.....	.....	—	(Leased	to Phila. a	nd Readin	g.)	302,048	8	50	105
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	.....	.....	43.0	.....	.....	.....	102,119	.....	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Missis. Cent. and Tenn. ¶.Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	.....	.....	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149,876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ..Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076,375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	90½
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,776	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern ¶.Tenn. & Ky.	4,600,155	*	.....	.....	1,157,736	3,464,050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	.....	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	.....	12	100	....
Oct. 31, 1868	6.0	—	....	—	—	—	—	—	Newcastle and Frenchtown....Delaware.	680,824	*	68,642	.....	744,520	—	.....	.....	6.0	(Owned	& oper. b	y Phil., W	and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250,000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	116½
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486,023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶.La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	.....	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,300	11,458,904	1,667,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	....	....	....	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,800	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	141½
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	146
Sept. 30, 1868	—	—	—	24.0	—	—	—	—	New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	86½
Sept. 30, 1868	98.5	—	3.7	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	—	.....	.....	—	(Leased	to New Y	ork Central	.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	30
May 31, 1865	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147,045	782,835	—	.....	.....	.....	533,859	25,823	—	100	....
Feb. 28, 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶.....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.																									
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,756,000	*			(In progress.)																				
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		7,500,000	10,[illegible]	250,000			422.8					1,296,961	301,779		100	85				
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.					3,150,000	3,488,839				67.3	421,267				1,015,394	388,249	5½	50	72½				
Dec. 31, 1868	138.0	4.0	101.3	—	111	63	43	4,817	Northern Central ¶	Md. and Penn.	9,890,924	2,120,837	1,043,334	717,277	4,798,900	6,875,000	1,310,066	788,406	330.0	96.8		4,758,284	13,598,080	561,370	128,942		100							
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	2,212,358	25,849,805	131,812,913	4,151,352	897,857	8	50	98							
Sept. 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	371,630	5,668,452	15,270,340	625,318	219,285	8	100	120½							
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	129,710	5,306,825	541,215	279,360	89,692		100								
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			68.4	413,172	7,312,851	11,065,863	741,607	171,957	6	100	107							
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417,500	938,100	83,148		145.0	279,621		3,345,141	253,994											
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			122.0	496,536	5,029,543	29,565,222	898,981	301,742	4	100	83½							
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	340.0		30,256,534		2,964,041	663,427		100	29							
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	101.5	248,880			1,197,090	653,185		50	83							
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444		142.7	909,847	41,484,089	10,810,178	1,552,525	538,138	6	100	95							
Dec. 31, 1868	5.0	4.0	....	—	—	—	—	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		291.7	431,570	9,455,121	8,003,342	287,728	279,957		100	72							
Sept. 30, 1868	28.6	—	3.2	—	—	—	—	....	Oswego and Rome	New York.	925,799	*			222,987	717,000	2,387		9.0				147,327	24,479		100								
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			482,400	573,500	4,000	55,341	36.3	196,764	4,002,893	2,350,471	269,031	91,161	8	100								
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,648,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	285.0	1,594,535			3,086,592	1,064,338		100								
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	8,000,000				7,000,000	1,192,000			47.6						24	100	140							
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000					(Leased	to Erie.)			53,400	8	100								
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000				(Leased	to Erie)					100								
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)			26,500	5	100								
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000				(Leased t	o Camden	and Amboy.)				100								
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	6	50	113							
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		47.0						20	50	225							
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	8	100								
Jun. 30, 1869	86.0	—	....	—	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000										100								
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299		82.3							100								
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500		39.0	87,111			212,892	93,883		100								
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,600,000	328,633		287.5				156,746	19,424		50								
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			2,804,250			50	54½							
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,625,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			642,639	295,901	10	50	156							
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				26.5				8,791,937	3,150,837	10	50	96½							
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			995,196	290,585	10	100	115							
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000		222.5	1,568,097			2,393,897	905,891	8	50	104							
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	2,338,531	646,465		50								
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	2,039,070	10	100								
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½							
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In ha	nds of R	eceiver.)				23.0	34,971						100								
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		60,642	5,313		100								
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000		399,709	6,680	51.3	258,977			605,543	214,214	6	100								
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)	518,592	130,420	6	100	102½							
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)		24,500	7	100								
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000							77,755	24,737		100								
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000				14.5	50,896			112,572	21,541		100								
Dec. 31, 1868	97.0	—	....	—	—	—	—	—	Raleigh and Gaston ¶	North Carolina.						55,000	28,544		47.3	408,165	12,258,435	12,300,459	793,301	205,118	8	100	138½							
Dec. 31, 1868	73.8	8.5	....	—	—	—	—	—	Raritan and Delaware Bay	New Jersey.	4,098,592	*														100								
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		2,530,700	1,524,800	1,226,390		92.3				254,899	39,667		100								
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			505,848	1,000,000				159,744			178,456	26,995		50								
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*			3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6½	100	93								
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*		81,308	4,000,000	2,719,000	288,439		190.2	284,520	4,086,393	6,123,789	574,020	219,091		100								
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742		100								
Sept. 30, 1868	38.3	—	....	—	—	—	—	—	Richmond and York River ¶	Virginia	6,250,000	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72[illegible]		100								
Sept. 30, 1868	22.0	—	....	31.0	—	—	—	—	Roanoke Valley	Va. & N. Carolina.	482,612	*			650,000	600,000					(Not in o	peration.)				100								
Dec. 31, 1868	12.0	—	....	78.0	—	—	—	—	Rock Island and Peoria	Illinois.					427,402				22.0							100								
Dec. 31, 1868	141.3	48.5	20.8	—	38	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	1,080,000	1,384,000			12.0		(Under c	onstructio	n.)			100								
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000				2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	109							
Dec. 31, 1868	175.0	—	....	—	—	—	—	—	St. Joseph and Council Bluffs	Missouri.	4,150,000	*							166.3	694,409	4,069,421	11,712,292	993,239			100	22							
Dec. 31, 1868	132.0	34.0	....	—	—	—	—	—	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			2,100,000	2,050,000					(About $5	0,000 a mo	nth.)			100	72½							
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				4,340,000	6,700,000			132.0		(Leased to	Ind. & St.	Louis.)			100	38							
Dec. 31, 1868	151.0	—	....	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.					10,000,000	4,000,000			120.6				612,000	171,000		100	43½							
Dec. 31, 1868	63.7	8.2	....	—	—	—	—	—	St. Louis and St Joseph	Mo.						2,725,000				(Leased	to Chi. &	Alton.)	240,000			100								
Dec. 31, 1868	68.0	—	....	—	95				St. Louis, Vandalia & Terre Haute	Ill.					2,000,000	1,000,030					(Under co	nstruction	.)			100								
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*									(Under co	nstruction	.)			100								
Dec. 31, 1868	86.0	—	....	200.0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	80.0				209,534	87,404		100								
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000			86.0	142,341	1,791,700		232,959	109,415		100								
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,306	226,900	353	91		(Leased	to West J	ersey.)		16,533	6	50								
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000							17,500	1½	100								
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,845	*			1,269,150	97,000	145,578		116.3	240,299			416,916	106,052		100								
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050				576,050				54.0	152,360			167,518	344		50								
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000				(Leased	to Phila. a	nd Readin	g.)		5	50								
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909		100								
May 31, 1868	195.0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441			100								
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	178,705			277,763	83,511	5	50								
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900		25.0		265,000	155,000	32,260	11,145		100								
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663				100,000	37,800			20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)		100								
May 31, 186[illegible]	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334		100								
Dec. 31, 1868	101.7	6.5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,000			75.0				127,000			100								
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510		109.0	373,510	7,127,219		605,543	214,124		100								
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300				438,300					(Leased	to Central	of New J	ersey.)		6	100								
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,296,967	243.0	756,431		(I	a progres	s.)		100								
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala					900,000						1,222,256	60,911	1,294,962	590,706		100								
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts	462,167	39,426		9,566	259,683	150,000	7,944	21,	11.5	49,204	(Not in fu	ll operatio	n.)	67,962	9,513	100								
Sept. 30, 186[illegible]	52.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000						389,360	63,560		100								
Sept. 30, 1868	123.0	6.8	12.0	—	15	7	4	178	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,585	8,666,425				100								
Sept. 30, 1869	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Under const	ruction.)						100								
Dec. 31, 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*							91.0				250,000			100								
Dec. 31, 1868	91.0	—	....	236.0	—	—	—	—	*Southwest Pacific* ¶	Missouri.																100								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107.5	100.0	6.5	—	26	20	—	320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶:South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	—	.....	448,700	—	—	—	—	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	—	—	.....	267,300	—	697	—	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—	—	.....	—	—	—	—	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	.....	.....	.....	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York. N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley. New York.	.....	.....	(Will form a part of the Rondout and Oswego Line.)							.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	22,006	45,818	250 7 0	—	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	....
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	—	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	—	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.0	105	47	20	2,120	Toledo, Wabash and Western. O. L. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	45
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased to Hudson River.)			.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leased to Vt. & Mass., R. R.)				32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased to Pennsylvania.)					—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	45½
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division). Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	50	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,896	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	—	(Leased to Vermont Central.)					8	100	102
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	par	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	60
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased to Rutland.)					—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882,533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936,004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	.....	.....	.....	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,862	15,554,017	863,212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased to Del. La. & W'tn.)			410,371	158,528	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	.....	.....	.....	....	Washington, Alex. & Georget. D. C. & Va.	.....	.....	(In hands of receiver.)		.....	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	.....	.....	.....	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	(Opened Nov. 20, 1867.)			.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	—	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by State of Georgia.)		.....	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased to Pennsylvania.)					—	50	80
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,398	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	131
Dec. 31, 1868	32.0	—	....	121.0	.....	.....	.....	....	West Wisconsin .....West Wisconsin.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	28.0	—	—	63.0	1	—	—	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Under construction.)		.....	.....	.....	.....	—	.....	(Not in operation.)		.....	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6.5	—	—	—	—	White Mountains.....New Hampshire.	200,000	—	.....	.....	200,000	—	.....	.....	—	(Oper. by Boston, Concord and Montreal.)			.....	.....	6	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford. N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov. 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	—	—	—	213,000	—	—	—	—	(Leased to Nashua and Lowell.)				13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	.....	.....	.....	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538,021	150,961	9	100	130½
Dec. 31, 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	395,535	—	.....	.....	317,050	52,000	24,333	—	13.0	24,542	.....	.....	43,788	7,266	—	100	....
CANALS, &c																										
May 31, 1868	13.6	—	—	—	-	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	83
Sept. 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leased to Lehigh Nav. Co.)				.....	.....	8	50	90
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	.....	.....	108.0	—	—	—	.....	.....	14	100	116
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,500,667	—	—	—	4,999,969	(See Cam. & Amb. R.R.)			—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	—	64,000	813,511	—	—	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	64
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	—	—	178.0	—	—	—	258,300	30,107	—	50	31¾
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	—	108.3	—	—	—	1,026,580	.....	—	50	14
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,685,267	—	—	.....	2,002,746	2,628,310	149,296	—	45.0	—	—	—	166,589	86,081	—	50	24
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	.....	2,907,850	3,000,000	—	—	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	—	.....	1,100,000	749,000	.....	—	123.0	—	—	—	267,884	29,513	—	50	....
Oct. 31 1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	—	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany .....N.Y.	139,414	96,900	40,000	5,000	57,580	Loss.	—	100	100	....
Nov. 30,'68	—	—	—	Albany st. Freight (B'ton).Mass.	—	150,000	—	—	—	—	—	100	100	....
Oct. 31,'68	3.25	12	35	Allentown .....Pa.	72,674	31,500	29,814	12,191	6,771	3,093	—	100	100	....
Dec. 31,'63	31.00	480	80	Baltimore City.....Md.	.....	.....	.....	.....	.....	.....	—	100	100	17½
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760	—	100	100	....
Nov. 30,'68	3.53	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	22,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000	—	664,652	184,914	—	100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.	—	100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000	—	1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422	—	100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb.,.N.Y.	434,600	254,600	300,000	1,487	—	—	—	100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021	—	100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	5C,000	186,000	109,500	99,734	17,427	—	50	50	....
Sept. 30,'68	7.85	—	—	Bushwick (Brooklyn) .....N.Y.	264,982	262,200	2,000	5,040	20,508	72	—	100	100	....
Nov. 30,'68	28.52	—	—	Cambridge (Boston) .....Mass.	731,671	727,800	150,000	94	—	89,058	9.0	100	100	104
Sept. 30,'68	1.76	—	39	Central City (Syracuse)....N.Y.	29,758	21,130	6,000	—	18,645	4,097	—	10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812	—	100	100	....
Dec. 31,'68	9.20	—	—	Cincinnati street.....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Oct. 31,'68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	....
Oct. 31,'68	9.00	146	30	Citizens' (Pittsburg) .....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31,'68	6.50	—	—	City Passenger (Cin.).....O.	.....	.....	.....	.....	.....	.....	—	100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn) ..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.	—	100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000	—	669,174	135,905	—	100	100	....
Sept. 30,'68	3.50	—	—	Dunkirk and Fredonia ....N.Y.	42,605	34,815	—	2,448	8,721	3,443	—	—	—	....
Oct. 31,'68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500	—	10,444	3,732	—	25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000	—	804,791	190,391	12.0	100	100	....
Dec. 31,'68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000	—	—	—	—	—	100	100	....
Sept. 30,'68	1.74	....	...	Fifth Ward (Syracuse).....N.Y.	27,533	26,170	—	—	6,761	2,468	—	100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041,204	748,000	260,000	—	341,781	85,664	10.0	100	100	....
Oct. 31,'68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000	—	299,228	56,713	5.0	50	50	37
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159	—	—	—	....
Oct. 31,'68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000	—	322,439	85,644	37.4	50	15	27¾
Oct. 31,'68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000	—	—	117,342	25,119	8.5	50	17	30½
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000	—	72,870	5,321	—	100	100	....
Oct. 31,'68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000	—	187,103	22,887	7.5	50	15	38
Sept. 30,'68	—	—	—	Greenpoint & Wmbg.(Bkn)N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.	—	100	100	....
Oct. 31,'68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.	—	25	24	....
Dec. 31,'68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000	—	—	—	—	—	100	100	....
Oct. 31,'68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431	—	50	50	12½
Dec. 31,'68	—	—	—	Hoboken and Hudson City.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Dec. 31,'68	—	—	—	Hoboken and Weehawken .N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept. 30,'68	2.50	....	...	Hudson Av. (Brooklyn)....N.Y.	161,535	106,700	74,000	9,272	—	—	—	100	100	....
Dec. 31,'68	10.47	....	...	Jersey City & Bergen Point.N.J.	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000	—	—	20,971	2,170	3½	100	100	....
Oct. 31,'68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702	—	25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830	—	2,080	29,240	3,411	—	100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.	—	100	100	20
Nov. 30,'68	3.60	—	—	Malden and Melrose (Btn). Mass.	66,246	—	52,600	—	24,472	—	—	—	—	....
Nov. 30,'68	1.00	—	—	Marginal Freight (Boston).Mass.	177,624	177,700	—	—	—	—	—	100	100	30½
Nov. 30,'68	3.08	—	—	Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500	—	—	2,240	—	100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000	—	12,810	18,014	2,249	—	100	100	....
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299	—	100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000	—	177,164	765,981	135,284	10.0	100	100	66⅝
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659	—	100	100	78
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000	—	95,848	595	—	100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000	—	—	13,884	562	—	100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808	—	100	100	....
Oct. 31,'68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929	—	—	50	50	....
Dec. 31,'68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479	—	50	50	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'68	9.17	30	8	Peoples' street (Scranton)...Pa.	110,907	104,028	—	—	16,003	Loss.	15.	100	100	....
Oct. 31,'68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31,'68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000	—	40,374	11,622	4.	20	20	12
Oct. 31,'68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500	—	87,643	16,274	7.	50	25	20½
Oct. 31,'68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31,'68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	169,300	160,300	—	600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592	—	—	—	100	100	....
Oct. 31,'68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300	—	36,111	Loss.	—	50	25	9
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000	—	31,490	11,290	—	100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.	—	100	100	....
Oct. 31,'68	3.96	—	—	Schuylkill River (Phila.) ....Pa.	47,464	50,000	—	—	—	—	—	50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706	—	100	100	....
Oct. 31,'68	33.00	485	76	2d and 3d street (Phila.).....Pa.	628,843	573,387	109,300	—	524,611	177,857	11⅞	50	30	41¾
Oct. 31,'68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000	—	37,408	79,754	11,569	—	50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000	—	625,341	140,808	10.	100	100	....
Nov. 30,'68	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	—	4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000	—	12,047	209,164	20,976	9½	100	100	64½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000	—	1,500	10,201	Loss.	—	100	100	....
Nov. 30,'68	6.74	—	—	Sub-Urban (Boston) .....Mass.	95,000	5,000	—	—	—	—	—	100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000	—	—	7,884	2,199	5.	100	100	....
Oct. 31,'68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750	—	—	227,369	95,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,170,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31,'68	—	—	—	13th and 15th streets (Phila.).Pa.	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700	—	13,978	16,844	Loss.	—	100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.	—	100	100	....
Sept. 30,'68	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	—	—	—	—	—	100	100	....
Nov. 30,'68	—	449	74	Union (Boston) .....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.	—	100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,288	14,148	—	100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31.390	4	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	61
Oct. 31,'68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000	—	8,500	13,883	5,882	—	50	50	....
Oct. 31,'67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,585	1,319	—	25	25	....
Nov. 30,'68	2.76	—	—	Winnisimmet (Boston)....Mass.	62,152	57,250	—	—	4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75 800	72,000	26,000	—	—	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.:					
1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	92¾
Central Park, N. & E.River:					
1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	100,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown:					
1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown:					
1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn):					
1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston:					
1st Mortgage sinking fund	50,000	6	J.& J.	1872	....
Malden and Melrose:					
1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn):					
1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston					
1st Mortgage sinking fund	98,500	6	J.&D.	18—	83
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1879	85½
Philadelphia and Darby:					
1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	M&N	1878	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers:					
1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.):					
1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg:					
1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston):					
Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet:					
1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester:					
1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	69½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	89½
Chicago and Alton, pref.....	2,425,400	7	10	112½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	18,159,097	7	10s	84½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	85½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	45
Hannibal and St. Joseph, pref.....	5,253,836	...	...	106¾
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	18¾
" " 2d pref.....	4,051,744	6	...	8½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	73½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144½
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	110
Ohio and Mississippi, pref.....	3,500,000	7	7	71
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	....
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	50
Sandusky and Cincinnati, pref.....	445,596	6	6	65
Schuylkill Valley,* guar.....	576,050	5	5	34
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	73½
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.,York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	65
Schuylkill Navigation, pref.....	2,888,997	6	6	31
Union, preferred.....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	28
Mariposa Mining, pref.....	5,774,400	7	7	17½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....per ton	33 — @ 37 —
Pig, American, No. 1.....	33 — @ 35 —
Pig, American, No. 2.....	32 — @ 33 —
Pig, American, Forge.....	30 — @ 31 —
Bar, Refined, English and American.....	— — @ 75 —
Bar, Swedes, assorted sizes.....(gold)	85 — @ 97 50
	—Store Prices.—
Bar, Swedes, ordinary sizes..Less 5 per ct.	115 — @125 —
Bar, Refined..... " "	77 50 @ — —
Bar, Common..... " "	72 50 @ — —
Scroll ..... " "	87 50 @115 —
Ovals and Half-round..... " "	95 — @110 —
Band..... " "	95 — @ — —
Horse Shoe ..... " "	95 — @ — —
Rods, ½@3-16 inch..... " "	85 — @120 —
Hoop..... " "	105 — @145 —
Nail Rod.....Less 5 per ct..per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s.....(gold)	— 11 @ — 12
Sheet, Single D. and T. Common	— 4¾@ — 6½
Rails, English.....(gold).....per ton.	58 — @ 58 50
Rails, American, at Works in Penna..c'y.	70 — @ 77 —
Anvils, Eagle.....per lb.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2¾ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 16 @ — 20
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 11 @ — 18
English Machinery.....	— 11½@ — 14
English German (2d and 1st quality).....	— 13 @ — 15
American Blister "Black Diamond".....	— — @ — 12
American, Cast, Tool, do.	— — @ — 18
American, Spring, do.	— 9 @ — 12
American Machinery do.	— — @ — 12
American German do.	— 10 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)

Cut, 4d.@10d.....per 100 lb.	4 37½@ 4 50
Clinch.....	— — @ 6 —
Horse Shoe, Forged (No. 10 to 6).....per lb.	— 23 @ —29
Copper	— 38 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca .....(gold).per lb.	— 33¾@ — 34
Straits.....(gold).	— 32⅝@ — —
English .....(gold).	— — @ — 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	8 25 @ 8 50	9 75 @ 10 —
I. C. Coke.....	7 00 @ 7 50	8 52 @ 9 —
Coke Terne.....	5 75 @ 6 —	6 75 @ 7 —
Charcoal Terne.....	7 37½@ 8 —	8 75 @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk)..per gall.	— 14 @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— 19 @ — —
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— 25 @ — —
Refined, Standard White (in ship'g order).	— 26½@ — —
Refined, prime White (in shipping order).	— 27 @ — 30
Refined, S. W. (in merchantable order)....	— 33 @ — 34
Naptha, Refined, (60 @ 63 gravity).....	— — @ — 10½
Residuum.....per bbl.	4 50 @ 4 62½

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.) (Old List.)

Sizes.	1st. A.	2d. B.	3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.
(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	10 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	28 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@60 per cent.)
English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
Canton Co.....	61	61½	62	62	62¼	65
Central Pacific 6s.....	94	93⅞	93½	93¼	93¾	93¾
Central of N. Jersey...	103½	103	102½	102⅞	104	103½
Chicago & Alton.....	....	111½	....	....	....	112
" pref.....	....	112	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	149	....	147	....	....
" 8s, 1883	....	....	....	....	....	....
Chi. & Gt. Eastern 1st m....	....	....	....	....	....	....
Chic. & Northwestern .	70⅞	70⅞	71½	71⅞	72½	73½
" pref.....	84½	82½	82½	82¾	83⅝	84½
" 1st M.....	94	94	94½	....	94	94
" S. F.....	....	....	....	....	....	....
" Consol.....	91	....	....	....	....	91½
Chic., Rock Isl. & Pac..	118½	....	118½	119½	122	121¾
Chicago & R. I. 7s, 1870	....	....	....	....	....	....
Chi., R. I. & Pa. 7s, 1896....	97¾	98	98	98	....	....
Clev., Col., C. and Ind..	74½	....	74	74	74	....
Clev. and Pittsburg.....	97½	97½	99	99½	100	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	92	....	....	92	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	18½	18½	17	17⅞	17½	18½
" 1 M.....	83½	83⅞	83½	83⅞	84	83⅞
" 2 M.....	....	....	60⅞	....	....	....
Cumberland Coal pref.....	....	....	....	....	....	....
Del. & Hudson Canal.....	116¾	....	116½	....	....	....
Del. Lack. & Western.	102½	....	....	103	102¾	103
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M. 7s.....	....	....	....	....	....	....
Dubuque & Sioux City.....	107½	107¾	....	....	....	....
Erie Railway.....	26½	....	....	24⅞	25	25½
" pref.....	43½	43	43½	....	....	44
" 1 M. 7s, 1897....	....	....	....	....	....	....
" 2 M. 7s, 1879	93	....	....	....	....	....
" 3 M. 7s, 1883....	88½	....	....	....	88	....
" 4 M. 7s, 1880....	....	88	....	....	....	87
" 5 M. 7s, 1888....	....	....	83	....	....	....
Great Western 2d mort.....	....	80½	....	....	....	....
Hannibal & St. Joseph.....	....	107½	....	....	....	106½
" pref.	106½	....	105½	....	....	107
Hudson River.....	....	....	....	....	....	....
" 1 M. 7s, 1869....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	105	....	....	105
" 3 M. 7s, 1875....	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds 114	....	....	....	....	....	....
Lake Shore & Mich.S'th.	86¾	86½	85⅞	87	87⅞	87⅞
Lake Shore Div. bonds.	90½	....	....	91½	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....119	....	119	....	....	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	102	....	....	....	....
" 2 M.....	96½	....	96½	96½	97	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	19½	....	18½	18	....	18
" Tr. 10s ctfs.....	....	....	....	....	....	48
Milw. and St. Paul.....	58	58⅝	58½	59½	61	60¾
" pref.....	72½	72½	72¾	73⅞	75	74½
" 1st mort....	91¾	93½	....	93	....	....
" 2d mort....	85	....	....	....	....	....
" 8s.....	104	....	103¾	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
Missouri 6s	91⅞	....	92½	92½	92½	....
" H. & St. J. 1ss.....	....	....	....	....	....	....
Morris and Essex.....	90½	91	90½	....	90⅞	90½
" 1st mort....	102½	....	....	....	....	101½
" 2d mort.....	....	95½	....	....	....	95¾
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876....	....	....	....	103	....	....
" 7s, conv. '76....	....	....	....	....	....	....
" 6s, S.F. 1883....	....	....	....	91	91	....
" 6s, S.F. 1887....	....	....	....	90½	....	....
N. Y. Cen. & Hud. Riv.	97½	97	96½	93x	....	93½
" certificates.	95½	94½	93⅞	91x	90½	90⅞
N. York and Harlem.....	....	142	143¾	144	141½	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873....	....	....	....	....	....	....
N. Carolina 6s	47	....	46	....	....	....
" new	22¾	23	23	23½	23¾	....
Ohio and Miss.....	28½	28½	28¾	28⅞	29⅛	29⅞
" pref.....	....	....	....	71	71	....
" 1st M.....	....	....	96½	....	....	....
Pacific Mail S. S. Co....	33⅞	33⅜	33½	33½	33½	33½
Panama	150	150	150	....	140	140
Phila. and Reading.....	96⅜	96½	96½	96½	96½	....
Pitts., Ft. W. & Chi. gtd.	93¾	94	94½	95	93	93½
" 1 M.....	....	....	....	....	....	....
" 2 M.....	98	....	97¾	97¾	....	....
" 3 M.....	....	....	....	....	95	....
Quicksilver Mining Co..	11	10½	10½	10½	10	9½
St. L., Alton & T. H.....	....	35	36	36	36	38
" pref.....	....	....	....	....	....	65
" 1 M.....	95	....	....	....	....	....
" 2 M. pref.....	84	84	....	83½	83½	....
" Income bds....	80	....	....	....	....	....
Tennessee 6s.....	58½	....	58	58	....	59½
" new.....	49½	49½	49¾	49¾	50½	50½
Tol., Wab. & Western.....	....	....	45½	45½	45½	....
" pref.....	....	....	....	....	....	....
" 1 M. ex.....	....	....	....	95	93	....
" 2 M.....	....	85	....	....	84½	....
" Equipment.....	....	....	....	76½	....	....
Union Pacific 1st mort.....	85⅞	....	....	85½	85½	....
Virginia 6s, ex-coupon..	74½	74½	....	73¾	74	74
" new.....	70½	73	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	105⅞	....	....	....	105½	105½
U. S. 5s, 10-40s, reg	105½	105⅝	....	105	....	....
U. S. 6s, 1881, reg	114⅝	....	....	114½	114	....
U. S. 6s, 1881, coup	114⅞	114½	....	114⅝	....	114½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½ y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	108⅞	....	108⅞	108½	108½	108½
U. S. 6s, 5-20s, c. 1862	110½	109⅞	....	110½	110	110
U. S. 6s, 5-20s, reg. '64	109	....	....	....	108½	....
U. S. 6s, 5-20s, c. 1864	109½	109	....	109	108⅞	108½
U. S. 6s, 5-20s, reg. '65	108⅞	108⅞	....	....	....	108½
U. S. 6s, 5-20s, c. 1865	109½	109½	109⅞	109	....	....
U. S. 6s, 5-20s, r. n. '65	108	....	108	108½	107½	107½
U. S. 6s, 5-20s, c. n. '65	108½	107⅞	107⅞	107⅞	107⅞	107⅞
U. S. 6s, 5-20s, reg. '67	....	....	....	108	108	107⅞
U. S. 6s, 5-20s, c. 1867	109½	108⅞	109½	108⅞	108⅞	108½
U. S. 6s, 5-20s, reg. '68	109	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	109⅞	109½	....	109½	....	....
U. S. 6s, Pac.R.R.issue	112½	112⅞	....	....	....	112⅞

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa	....	....	....	....	....	....
.. preferred	....	....	....	....	....	....
Camden and Amboy	114	114	114½	115	115	115½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	87½	87½
.. mort. 6s, '89	93½	93⅝	93½	94	93¾	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	93½
Lehigh Navigation	30¾	....	31	31½	31½	32
.. 6s, 1884	85	....	....	....	85	....
.. Gold L.	89½	....	89½	89	86¾	89
.. R. R. L.	90½	90½	....	90½	....	90
Lehigh Valley R. R.	55½	55	54⅞	54¾	54⅝	54⅞
.. 6s new coup	95½	....	....	....	95¾	95½
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51½	51½	51½	....	51½	51½
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	90	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	49	49	48½	....	....
Pennsylvania R. R.	56½	56⅝	56½	56½	56⅝	56½
.. 1st M.	....	....	98	98	....	98
.. 2d M.	99	....	....	....	....	....
Penn. State, 6s. 1st series	....	....	103½	....	103½	....
.. 6s, 2d series	106½	....	106½	....	....	105
.. 6s, 3d series	107⅞	....	....	....	....	....
.. 6s, W. L.	....	....	101¾	....	....	....
Philadelphia City, 6s	100¾	100¾	100½	....	....	100½
.. new	101½	101½	102	102	102	102
Philad., Germ. & Nor.	77	77	78	....	....	....
Phila. & Reading	48½	48⅝	48½	47⅞	48½	48⅝
.. 7s, 1893	....	....	....	....	....	104½
Philadelphia and Erie	28	....	....	27	27½	27⅝
.. 6s	....	....	....	92	92	....
.. 7s	87½	....	87½	....	87½	87⅝
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	58	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	41¾	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	96½	....	....	....	96½	96½
.. 1886	....	....	....	....	....	....
.. 1890	94½	94¾	94¾	....	94¾	94½
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	95¾	....	....	....	....	....
.. .. 1885	96¾	97	....	96½	....	96
Marietta & Cin. 1st M.	90½	....	90½	....	90½	....
.. 2d M.	70	....	70½	....	....	71½
Northern Central	49	....	....	49	....	49
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900.	89½	89	89¾	89½	....	....
N. W. Va. 1st mort.	....	....	....	....	95	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	144¾	144¾	144¾	144¾	144¾	144¾
Boston and Lowell	....	....	....	....	....	137
Boston and Maine	146	146½	146	146½	....	146½
Boston and Providence	....	142½	142	142	142	142
Boston, Hartford & Erie	5½	5	4½	4½	3½	
.. 7s, new	42	41½	41½	40	36¾	
Cheshire, pref.	89½	89½	....	....	....	89½
Concord	83½	....	....	....	....	83¾
Connecticut River	....	....	....	....	....	....
Eastern	116½	....	116½	....	....	116
Fitchburg	133	....	133	132½	....	....
Manchester & Lawr'ce	....	....	133	....	....	....
Michigan Central	119½	....	119¾	119½	119	119⅜
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	82	....	84	84	....	83½
.. pref.	....	....	....	....	110	110
Old Colony & Newport	95	94½	94¾	....	95	95
Ph., Wil. & Baltimore	51½	....	....	51¾	....	52
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	44	45	45½	....	....	45½
" 6s	84⅝	84½	84½	84½	84⅝	84½
" Land Grant 7s	73	73¾	74	74	74	73¾
" Income 10s	85	84½	85	85	....	84¾
Vermont & Canada	....	....	....	....	....	102
Vermont & Mass.	59¾	....	60	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	104	....	....	104
Metropolitan	66¾	....	....	....	....	66⅞
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	5¾	....	....	....	....	....
Franklin	....	....	....	....	....	....
Huron	....	....	....	....	....	....
Isle Royale	....	....	....	....	....	....
National	....	....	....	....	....	....
Minnesota	....	....	....	....	....	....
Pewabic	3½	....	2½	....	....	3
Pittsburg	....	....	....	....	....	....
Quincy	17	....	17	17	....	....

London Stock Exchange.

	Closing Prices. Feb. 25.	Mar. 4.
Atl. & Gt. West. N. Y. sec. 7 per ct.		
1st mort., 1880	60 — 70	60 — 70
Do. do., 2d mort., 1881	50 — 60	50 — 60
Do. Penn., 1st mort., 1877	60 — 70	60 — 70
Do. do., 2d mort., 1882	60 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	29 — 30	28½ — 29½
Detroit and Milwaukee 1st mort. 7s	67 — 69	68 — 70
Do. 2d mort. 8 p. c.	67 — 69	68 — 70
Erie shares 100 dol. all paid	22 — 22½	21 — 21½
Do. sterlg. 6 p. c. convertible bonds	66 — 70	66 — 68
Do. 3d mort. 7 p. c. 1883	65 — 70	68 — 72
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 7 per cent., 1875	— — —	— — —
Do. 100 dol. shares, all paid	111 —112	110 —111
Marietta and Cin. R. R. bonds 7 p. c.	74 — 76	77 — 80
New York Central, 100 dols. shares	90 —100	90 —100
Panama General mort. 7s, 1897	105 —107	105 —107
Penn. R. R. bonds, 2d mort. 6 per ct.	95 — 97	95 — 97
Do. General mort. 6 p. c. 1910	87 — 89	83 — 89
Philadelphia and Erie 1st mort. 1881.	89 — 90	89 — 91
Do. with option to be paid in Phila.	89 — 90	89 — 91

American Railroad Journal.

Saturday, March 26, 1870.

Stock Exchange and Money Market.

Money has been in fair supply all through the week, and rates have been unusually steady at 4@6 per cent. on call, and 7@9 per cent. per annum, in the discount form. Some time advances have been made to prominent street dealers in Stocks and Gold on the basis of 6 per cent. per annum. The demand for accommodation has been only moderately active from all sources. The city banks, in their last weekly return, showed a further loss of over a million in the deposit item, 1⅜ millions of specie, and half a million of legal tender notes. They added nearly 1⅞ millions to their loan and discount averages; and reduced their circulation slightly. Their deposits are now under 209 millions, against 214¾ millions six weeks since. There legal tender reserve is down to 52¾ millions, against 58 millions Feb. 5. Their specie hoard is 32 millions, against 40½ millions on Jan. 29. The loan average is up to 270 millions against 253½ millions at the opening of the year. The U. S. Sub-Treasury coin balance on Wednesday morning was 76¾ millions, against about 75 millions the preceding Wednesday; and the currency balance 4¼ millions, against 5¼ millions a week earlier. The cash balance of the U. S. Sub-Treasury at Boston, on the 19th inst., was $2,690,537, against $2,553,697 on the 12th inst. Included in the cash balance there, last Saturday, was coin to the amount of $2,036,407. The customs revenue of Boston last week, was $308,867.

The specie reserve of the city banks according to the latest return is $32,014,747, against $15,213,306 same time last year. The city bank deposits are now $208,816,828, against $183,504,999 week ending March 20, 1869. The legal tender reserve amounts to $52,774,420, against $50,774,874 same time last year. The circulation now stands at $33,699,563, against $34,741,310 same time last year. The loans are now $270,003,682, against $263,098,302 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $87,513,258 a day, against a daily average of $91,336,000 the preceding week, and $100,530,417 the week ending with Mar. 6, 1870. The current week's exchanges average about 87¾ millions a day. The city banks, last week, reported a loss of $1,384,388 of specie, $1,014,402 of deposits, and $527,584 of legal tender notes. They increased their loans, $1,863,079; and reduced their circulation, $136,176.

National Bank notes to the amount of $179,640 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $322,074,691, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $22,458,907, leaving, with the existing 1,614 banks, (having an aggregate capital of $426,399,151,) an actual circulation at this date, of $299,615,784. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,363,650; and for the public deposits, $17,253 500—making a total of $359,617,150. The Treasury Department last week redeemed and destroyed $522,400 of worn and mutilated fractional currency, and issued $859,093 of new.

The U. S. Sub-Treasury receipts, week ending with March 19, were $3,537,990 in coin, (including $2,631,237 from customs duties,) and $3,159,794 in currency; payments, $2,066,324 in coin, (including $346,099 of coin interest,) and $3,852,911 in currency; balance at the close of the week, $81,653,246 (including $76,029,815, of coin, and $4,445,357 of currency,) against $80,851,740 at the close of the preceding week, showing an increase of $801,506. The business of the Office on the opening day of the current week, was as follows: On Monday, receipts, $477,954 in coin, (including $469,000 from customs,) and $237,782 in currency; payments, $43,787 in coin, (including $32,201 of coin interest,) and $433,462 in currency. On Tuesday, receipts, $332,848 in coin (including $320,991 from customs), and $220,997 in currency; payments, $57,203 in coin (including $44,500 of coin interest) and $243,517 of currency. The balance at the close of business on Tuesday stood at $81,059,987, (including $4,227,156 of currency, and $76,739,726 of coin,) against $81,303,476 a week previous; and $81,-

698,682 on March 8, 1870. The aggregate receipts of the office in February were $38,237,062, including $11,951.925 from customs; aggregate payments, $35,331,006 including $1,749,000 of coin interest; balance at the close of the month, $83,673,026, against $80,766,970 at the close of January.

The U. S. Sub Treasurer retired, last week, $2,486,237 of coin certificates, received for customs.

Government revenues show a satisfactory yield for the season. The excises, during the week yielded about 3¾ millions; customs at the port of New York, $2,631,237, and at the outports about $850,000 (in coin) more, making the grand total income for the week equal to about $7,667,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 123½ millions.

Gold has been unusually steady, since our last, the extremes of the week having been 111¾@112¾, and the closing quotation on Wednesday 112½, against 111⅞ the preceding week. The speculative dealings have been on a restricted scale, the investment demand having been much less confident. The reports of the varying fortunes of the funding bill before Congress operated rather against an active movement. The customs drain has been under half a million a day. The export call has been light. Last week, the specie exports were only $310,491; while the imports of foreign specie were $343,210. The specie exports from this port, since Jan. 1, have been $6,257,271; while the specie imports have been $3,840,005. On Wednesday, Government marketed a million of Gold at from 112 20 to 112 35. The aggregate of the bids was $5,173,000.

The customs revenue of the port on Wednesday was $314,000.

The coin interest payments of the Sub-Treasury on Wednesday were $68,488.

The customs demand for Gold last week, averaged $448,170 a day; thus far, this week, it has averaged $395,000 a day, or equal to a weekly aggregate of $2,370,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $343,210; and since Jan. 1 1870, $3,840,005, against $2,411,767 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $94,404,035, against $90,729,931 in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 11th, was $1,392,116, against $1,393,462 same time last year.

The exports of specie, from this port, last week, were $310,491, against $181,332 same week last year; total, since July 1, 1869, $22,913,829, against $29,177,864 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $346,099, and since July 1, 1869, $66,438,391, against $66,529,793 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to March 11, were $8,008,570, against $7,721,288 same time last year.

Foreign Exchange has been quoted firmer, on an improved demand, and a lighter offering of strictly prime banker's bills. Bankers' prime sixty day bills on London closed more firmly on Wednesday at 108⅛@108⅛, and on Paris to 5.25@5.22½; sight bills on London to 108¾@109⅛, and on Paris to 5.20¾c.@5.20. The offerings of produce bills have been more extensive. The week's exports of domestic produce have been to the currency value of $4,219,526, making the total since July 1, 1869, $149,921,166, against $116,749,223 same time preceding fiscal year.

Dealings in Government securities have been on a reduced scale, and although bonds have not been offered with freedom, prices have yielded a fraction owing mainly to the prevailing dullness in the open market. There has been some investment call for the later coin-bearing bonds, and the currency sixes; but there has been no disposition to purchase freely on speculative account, pending final Congressional action on the funding bill. Registered bonds have been more sought after than usual of late.

U. S. sixes of 1881 closed here at 114@114¼; U. S. Five-twenties of 1862, 110@110⅛; U. S. Five twenties of 1864 at 108⅝@188¾; U. S. Five-twenties of 1865 at 108⅞@109; U. S. Five-twenties of 1865, consolidated, 107½@107⅝; U. S. Five-twenties of 1867, 108⅝@108¾; U. S. Five-twenties of 1868, 108¾@109; U. S. Ten-forties at 105¼@105½, ex the March coupon; U. S. Six per cent. currency bonds, 112¾@113.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 9.	March 16.	March 23.
Consols	92⅝	92⅞	93⅜
U. S. 5-20's of 1862	90⅞	90⅞	90⅜
U. S. 5-20s, 1865	90¼	90	89½
" 1867	89⅝	89⅞	89⅛
" 10-40s	87¾	87	86½
Erie	21½	22	21½
Ill. Central	113¾	117¼	115¼
At. and Gt. West	....	....	29

Central Pacific Sixes closed on Wednesday at Frankfort at 81¼.

State bonds have been in more general request, and steadier in price. Railway bonds have been more sought after and have been held with firmness. The new Chesapeake and Ohio Loan has been in better demand, under the continued ease in Money, and the bonds have been steadily gaining in favor with buyers for permanent investment. The Legislature of West Virginia has authorized investments in the Loan, by savings banks, trust companies, &c., as a thoroughly reliable security.

A more buoyant speculation has been reported in Railway and miscellaneous share property, the dealings in which have been on an enlarged scale.

There has been a moderate movement in most kinds of domestic produce at yielding prices. Middling upland cotton, which opened stronger, closed heavily on Wednesday at 22¾cts. per lb. The stock of cotton now here is given at about 60,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,265,250 bales, against 1,721,650 bales in 1868–'9; exports, same time 1,417,900 bales, against 929,450 bales same time in 1868–'9; stock on hand at latest dates, 1,417,900 bales, against 394,700 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 2,741 pkgs., against 6,085 pkgs., same time in 1869. From Boston, 819 pkgs., in 1870, against 3,023 pkgs. same time in 1869.

In foreign goods, there has been less animation apparent, though buyers, in most instances, have had any existing advantage as to price. The week's imports of foreign dry goods were to the specie value of $1,729,483; and of foreign merchandise, $3,199, 469, making a total of $4,928,952, against $6,246,407 same week last year.

At the Live Stock markets, this week, Beeves have been in more demand, at from 10@17c., per lb.; week's receipts, 4,914. Milch cows rule very dull, at $40@$100 each, receipts. 175. Veal calves have been in more request at from 8@12½ c. per lb.; receipts, 1,046. Sheep in fair demand at from 5½@9¼c.; lambs at 20@24 c. per lb.; receipts, 14,204. Swine quiet at 10@10⅜ c. per lb., all live weight; receipts, 9,526.

Ocean freights have been dull and heavy. For Liverpool we quote flour at 1s. 3d.@1s. 6d by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 3½d. by sail, and 3½@4d. by steamer, per bushel; cotton at $\frac{3}{16}$d.@$\frac{7}{32}$d. by sail, and ¼d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 417.

The balance in the Sub-Treasury on Wednesday was $82,404,321 73.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 22nd, and since the beginning of the year:

	1869.	1870.
For the week	$2 440,120	$4,219,526
Previously reported	31,577,637	33,606,799
Since Jan. 1	$34,017,757	$37,826,325

The imports for the week ending March 19th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$2,619,046	$1,739,483
Gen. merchandise	3,627,361	3,199,469
Total for the week	$6,246,407	$4,928,952
Previously reported	55,635,909	56,283,904
Since January 1	$61,882,316	$61,212,856

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 87; do., 7s, 94; Alabama 5s, 85; Louisiana 6s, 77¼; do., 6s, Levee bonds, 78; do., 8s, Levee bonds, 91; do., 6s, new 72; Virginia 6s, reg., 59; N. Y. State 7s, Bounty Loan coupon, 109½; do., 6s, 1873, 106; Illinois coupon bonds, 1879, 100⅛; South Carolina 6s, 90; do., 6s, new, 82¼; Brooklyn 6s, W. L., 93½; do., P. L., 92; N. Y. City 7s, 1876, 103, Toledo, Wabash and Western consol. bonds, 79; Ohio and Miss. consol. bonds, 85; St. Louis and Iron Mt., 43½; do., 1st mort., 87¾; Morris and Essex const. bonds, 87½; N. Y. and New Haven, 146; do., 6s, 100; North Missouri 1st mort., 87½; Am. Dock and Imp., 7s, 94½; Toledo, Peoria and Warsaw 1st mort., E. D., 83; Pittsburg, Fort Wayne and Chicago Equipment 8s, 101½; Quincy and Toledo 1st mort., 83; New Jersey R. R., 116½; Norwich and Worcester R.R., 108; Brunswick City Land, 8½; Adams' Exp. Co., 61; U. S. Exp., 47⅜; Am. Mer. Union Exp., 37¼; Wells-Fargo Exp., 20; Western Union Telegraph, 33¼; do., 7s, 90; Pennsylvania Coal Co., 217; Black

Hawk gold, 0.60; Central gold, 0.25; Consol Gregory gold, 2.00; Grass Valley gold, 0 24; La Crosse gold, 0.12; Quartz Hill gold, 0.54; Smith and Parmalee gold, 1.45.

Philadelphia.—Camden and Atlantic R. R. 2d mort., 85; Huntingdon and Broad Top Mountain 1st mort., 86½; Harrisburg and Lancaster 6s, 91; West Jersey 7s, 96; do., 6s, 91; Pennsylvania and New York Canal 7s, 91½; West Chester R. R. 8s, 90; Lehigh Nav. conv. loan, 77; Oil Creek and Allegheny River R. R., 41½; East Pennsylvania R.R., 40; New Jersey 6s, free, 102; Pennsylvania coupon 5s, 96; Ocean oil, ⅛. The latest quotations are: City 6s, 100½@101; do., free of tax, 101¾@101¾; State 5s, coupon, 95@96; do., 6s, W. L., 101¾@102¼; do., 1st series, 103@103½; do., 2d series, 105@106; do., 3d series, 107@108; Reading, 48⅛@48¼; do., 7s, 1893, 104½@105; do., mort. 6s, 1880, 90@92; Camden and Amboy, 116½@116¾; do., mort. 6s, 1889, 93¾@94; do.. 1883, 87@87; do., 1889, 87@88; Penn. R. R., 56½@56⅝; do., 1st mort., 98@98; do., 2d mort., 98⅜@98¾; Little Schuylkill R. R., 40½@41; Morris Canal, 30@31; do., pref., 64@66; do., 6s, 80@85; do., scrip 7s, 65@66; Susquehanna Canal, 8@10; do., 6s, 44@46; Schuylkill Nav., 6½@7; do., pref., 14½@16; do., 6s, 1882, 58@58; Elmira and Williamsport pref., 39@40; do., 7s, 1873, 93@93½; do., 5s, 59@62; Lehigh Coal and Navigation, 31¾@32; do., 6s, 1884, 83½@86; do., R. R. Loan, 90@90½; do., Gold Loan, 88¾@89; North Pennsylvania, 37@37; do., 6s, 90@90; do., Chattle 10s, 111@112; Philadelphia and Erie, 27½@27⅞; do., 6s, 90@92; Minehill, 51⅜@51⅝; Catawissa, 13@20; do., pref., 34⅜@34¾; Lehigh Valley, 54⅞@55; do., 6s, 97@98; do., 6s, reg., 96@97; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 41@42; Thirteenth and Fifteenth, 20¼@22; Spruce and Pine, 22@25; Green and Coates, 36@40; Chestnut and Walnut, 42@44; Hestonville, 12¼@12¾; Union, 42@44.

Boston.—Vermont Central 1st mort., 1886, 82; do., 2d mort., 1891, 41; Chicago and Southwestern 7s, gold, guar., 97; Eastern R. R., 6s, 1874; 97; do., 1885, 93¼; Western R. R. 6s, 1875, 96; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 75; Burlington and Missouri River R. R., 8s, 1894, 100; Leavenworth, Lawrence and Galveston R. R., 10s, 1899, 96⅛; Chicago, Iowa and Nebraska 2d mort. 7s, 95¼; do. 3d mort., 89¾; Middlesex horse R. R., 6s, 1884, 83; Vermont Central and Vermont and Canada 8s, 100¾; Old Colony and Newport 7s, 1877, 102¼; Cedar Rapids and Missouri 7s, 1916, 88½; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 93⅝; Missouri River, Fort Scott and Gulf R. R. 10s, 1899, 100½; Rutland and Burlington 1st mort., 192; Ogdensburg and Lake Champlain Equipment 8s, 102⅛; New York and Oswego Midland 7s, 100; Norwich and Worcester R. R., 107; Connecticut and Passumpsic Rivers pref., 85⅝; do. 6s, 1876, 94; Indianapolis and Cincinnati R. R., 10; Worcester and Nashua R. R., 130⅛; Lynn and Boston Horse R. R., 20; Boston Water Power Co., 17½; Cary Imp., 6⅝; Massachusetts 6s, 5-20s, currency, 100⅜; do., 5s, 1894, gold, 97¾; do. 1883, 99¼; do. 8872, 110; New Hampshire 6s, 1872, 97¾; Boston 5s, 1883, gold, 100; do., 1885, 99⅞; do., 1887, 99⅞; Cambridge 6s, 1887, 98¾; Brooklyn 6s, 1902, 93⅛; Albany 6s, 1896, 95¼; Cincinnati 7 3-10s, 5-20s, 104; Chicago 7s, sewerage, 96¼; do., Tunnel, 96¼; Municipal, 97⅛; do., River Imp., 96½; Cook Co., Ills., 7s, 96; Bangor 6s, 1894, R. R. Loan, 87; Charlestown 5s, 1877, 91; Portland 6s, 1887, 92; do., 1876, 94½; St. Louis 6s, 1874, R. R. Loan, 93; Allouez Mining Co., 1; Dana, 25c.

Baltimore.—Orange, Alexandria and Manassas 7s, 1882, 76; Western Maryland 1st mort., 75; do., 2d mort., pref., 60; Orange and Alexandria 8s, 4th mort., 75; do., 2d mort., 74½; Northern Central 6s, gold, 1900, 97; Richmond and Danville bonds, 75½; Central Ohio R. R., 23½; Virginia 6s, old, reg., 57½; do., 6s, 1867, 61½; Maryland Defense Loan, 101⅝. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90@91½; Balt. and Ohio, 140@142½; do., 6s, 1875, 95@—; do., 1880, 95@95½; do., 1885, 96@97; Northern Central, 48½@49; do., 6s, 1885, 90¼@91½; do., 1900, 89½@90; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23¼@24; N. W. Va. 1st mort., 93@96; do., 2d mort., 92@93; do., 3d mort. 1885, 85@—; Marietta and Cincinnati 7s, 1892, 90@91; do., 2d mort., 71½@72; Central Ohio, 23½@25; do., 1st mort., 82@83½; Western Md. 6s, 1890, 74@80; do., guar., by Baltimore City, 89@89; do., 2d mort., guar., 85@—; do., 6s, pref., 60@68; do., 6s, guar., by Washington Co., 80@80; Richmond and Danville bonds, 75@76; Orange and Alexandria 1st mort., 6s, 84@86; do., 2d mort., 6s, 75@76; do, 3d mort., 8s, 83@83; do., 4th mort., 8s, 73@75; Orange, Alexandria and Manassas 7s, 73¾@75⅞; Virginia and Tennessee 8s, 80@85; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70@—; Baltimore 6s, 1875, 95⅛@96½; do., 1886, 94@94; do., 1890, 94¾@95; do., 1893, 93@—; do., 5s, 1838-'70, 73@80; Memphis City 6s, 51@51½; Maryland Defense Loan, 1883, 100@101½; City Passenger R. R., 17½@17¾; George's Creek Coal, 62@65; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

☞ By act of the General Assembly of Maryland, the Baltimore and Ohio Railroad Company have been released from the further payment of the capitation tax on the Washington Branch Railroad, amounting to one-fifth of the gross receipts from passengers, provided that all arrearages due to the State by virtue of the act of 1832, chapter 175, up to the passage of the act for release, shall be settled and paid up to the entire satisfaction of the Assembly.

☞ A quarterly dividend of $3 on each share of full stock, and $1 50 on each share of scrip stock, free of Government tax, standing on the books the 22d inst., has been declared by the Hartford and New Haven Railroad Company, payable on the 1st of April at the Union National Bank.

☞ The East Boston Land Company has declared a dividend of $2 per share, payable April 5 to stockholders of record April 1. The amount of the dividend (on 20,000 shares) is $40,000. This is the first dividend made for several years.

☞ The first fifty miles of the Brunswick and and Albany Railroad in Georgia are completed, which entitle the road to State aid.

☞ The charter of the Metropolitan Branch of the Baltimore and Ohio Railroad, which would have expired on the 21st inst., has been extended to the 21st of March, 1873.

Chesapeake and Ohio Railroad.

At a meeting of the directors of this company, held in New York last week, contracts were awarded for all the principal work on the extension to the Ohio river at rates more favorable by twenty to twenty-five per cent. than the engineer's previous estimates. The following parties were awarded contracts: C. R. Mason, Dunham & Bendinger, Robert Harvey, Kelley & McMahon, McMahon & Son, McMahon, Green & McMahon, C. L. DeHane, W. R. Johnson, Jr., H. Cady, B. A. Warthen, L. B. Vaughn, McMinn, Burke & Co., J. M. Keesee & Co., J. Kinsley, Haskins & Cavanagh, Myers & Donaghy, Hubbard & McCurdy, Falloon & Carrier, A. H. Wilson, J. J. & F. Powers & Co., Kerr & Myers, C. Snyder & Co., W. W. Gates, Bibb & Tablee, Lee & Huston.

Finances of Virginia,

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

Of the many subjects demanding wise, cautious, and comprehensive legislation from the general assembly, none can exceed in gravity and importance the financial condition of the commonwealth. The magnitude of the public debt; the character, condition and ultimate disposition of the assets and securities held by the State; the prompt restoration of our credit and the mode of accomplishing it; the sources of our revenue and the ability of the people to respond to taxation in an amount sufficient to meet the current expenses of the government and the maturing interest upon the State debt; are all subjects demanding profound consideration and the most mature deliberation and action on your part.

The Legislature which convened in 1866, several months after the close of the war, finding it impossible in the then impoverished condition of the State to provide for the payment of the matured interest upon the public debt, by an act passed March 2d, 1866, authorized the funding of such interest in new bonds of like character and bearing the same rate of interest as the old bonds, to be dated on the 1st day of January, 1866, and running not less than ten nor more than thirty-four years; but it was expressly provided that no interest should be paid upon the bonds thus authorized to be issued until the 1st day of July, 1867; and it was further provided by the same act that all unfunded and matured interest on old bonds, on the 1st day of January, 1867, might then and thereafter be, in like manner, funded in like bonds, but dated on that day, and drawing interest from that date.

Under this act a large proportion of the then matured interest has been funded. On the 21st day of March, 1867, the General Assembly passed an act providing for the payment, on the 1st day of July, 1867, and on the 1st day of January, 1868, of two per centum of interest upon the principal of the public debt of the State, excluding therefrom the bonds given for interest under the first above-mentioned act, "that being (in the language of the act) the interest which this State feels obliged to pay until there is a settlement of accounts between this State and West Virginia.' Soon after the enactment of this law the State passed under military control by virtue of the laws of Congress, and its affairs were administered by military authority from that time until the restoration of the State to representation in the Federal Congress, on the 26th day of January last. From the adjournment of the General Assembly, in 1867, to the assembling of your honorable bodies on the 8th day of February last, the State has been without any law-making power save the arbitrary will of the military commanders. Fortunately, those military commanders have been honorable men, who, according to their judgment, as far as practicable administered the law as they found it, collecting and disbursing the

public revenues in accordance with existing statutes. These facts are here stated in vindication of the honor and good faith of our people, and for the purpose of explaining to the creditors of the State the reason why our credit has remained to this time in a condition of dishonor. Our people have not had the control and management of their own affairs. Under the law of March, 1867, two per centum of interest was paid on the 1st days of January and July, 1868. But the increased expenses incident to the peculiar condition of affairs, and the administration of the government by military authority, together with the expenses of the constitutional convention of 1867-'8, and the partial, though perhaps not culpable, failure to collect all of the public revenues, prevented the payment thereafter of the interest, as provided by the laws of 1867. However, the two per centum due January 1st 1868, on the sterling bonds was paid, together with one per centum on the dollar bonds, and subsequently, in August, 1869, one per centum more was paid on the latter bonds. This comprises all the interest which has been paid since the war, leaving unpaid one per centum per annum on all of the old six per centum bonds, and one-half of one per centum per annum on the five per centum dollar and sterling bonds to January 1st, 1869, and five and six per centum per annum respectively since that date, together with the interest upon the funded interest bonds, dated respectively Jan. 1st, 1866-7, as well as the interest on the unfunded interest due on old bonds at the latter date. The old and recognized debts or liabilities of the State, direct and contingent, correctly stated, are as follows:

6 per cent. registered bonds	$21,865,578 40
5 per cent. registered bonds	63,000 00
6 per cent. coupon bonds	11,108,000 00
5 per cent sterling bonds reduced to dollars	1,865,000 00
Bonds guaranteed by the State:	
Chesapeake & Ohio Canal Co.	500,000 00
Va. Central Railroad Co	100,000 00
Richmond & Danville R. R. Co	200,000 00
City of Wheeling	366,000 00
Alex. Canal Co. and city of Alexandria	15,000 00
City of Petersburg	323,500 00
Total	$36,406,078 40

From this sum, however, may be deducted the following items, which are either owned by the State, or upon which the liabilities on the part of the State is not recognized, or is so remote as practically to amount to nothing, viz:

Bonds held by State on account of sinking fund	$1,729,315 46	
Bonds held by State on account of literary fund	248,000 00	
Coupons lost at sea in steamer Arctic.	145,000 00	
Guaranteed bonds of Chesapeake and Ohio R. R. Co	500,000 00	
City of Petersburg	323,500 00	
Va. Central R. R. Co.	100,000 00	
Richmond & Danville R. R. Co	200,000 00	
City of Wheeling	366,000 00	
Alexandria city and Canal Co	15,000 00	
		6,626,815 46
Which reduces the old funded debt of the State to		$32,779,262 94

Which has been recognized as legal and valid, and the interest upon which has been funded and paid, to the extent above stated, under the laws of 1866 and 1877.

The new funded debt of the State, under the act of March 2, 1866, is as follows, viz:

Coupon bonds dated January 1st, 1866		$1,534,000 00
Registered bonds dated Jan. 1st, 1866		1,899,768 51
Coupon Bonds, dated January 1st, 1867		1,938,000 00
Registered Bonds, dated Jan. 1st, 1867		1,326 074 40
Sterling Bonds reduced to dollars		466,250 00
		$7,164,092 91
To which should be added the unfunded interest on old bonds, due January 1st., 1867 and not yet funded, but fundable in bonds of that date, at the option of the owner, amounting in all to the sum of		720,880 65
		$7,884,973 56

The recognized liabilities of the State, as they on the 1st day of January, 1870, may be stated as follows:

Old funded debt	$32,799,262 94
New funded debt and to be funded	7,884,973 56
Interest due and unpaid on old funded debt	3,384,776 33
Interest due and unpaid on new funded debt	1,611,335 17
	$45,660,348 00
To this sum should be added the amount of bonds of the James River and Kanawha Company assumed by the State and authorized to be converted into bonds; but not yet funded	112,430 00
Total State debt Jan. 1st., 1870	$45,872,778 00

The State is also annually liable for $5,800 *perpetually*, being 6 per cent. interest on $95,000 of old James river company stock.

The assets and securities owned by the State on the first day of January, 1870, is as follows:

Balance in treasury		$567,891 89
Alexandria, Loudoun & Hampshire Railroad Company bonds		50,862 40
Blue Ridge Railroad, owned by the State, (cost)		1,744,723 23
Chesapeake and Ohio Railroad Company:		
6 per cent bonds	$58,500 00	
Interest on the same.	17,550 00	
Common stock	2,013,987 50	
7 per cent loan	210,000 00	
Interest on the same.	66,150 00	
Amount due from use of Blue Ridge Railroad, under act of March 5th, 1849	117,947 24	
		2,484,184 74
Norfolk and Petersburg Railroad Company:		
7 per cent. loan, secured by mortgage	$136,591 64	
Interest due on same	4,780 18	
6 per cent. preferred stock	382,500 00	
Common stock	817,470 00	
		1,341,341 82
Orange and Alexandria Railroad:		
7 per cent loan secured by mortgage	$249,962 27	
Interest due on same	26,245 62	
Preferred stock	210,000 00	
Common stock	664,000 00	
		1,150,207 89
Richmond and Danville Railroad Company:		
7 per cent. loan secured by mortgage	$600,000 00	
Interest on same	58,987 02	
Common stock	1,188,598 50	
		1,847,585 52
Richmond and Petersburg Railroad Company:		
Common stock		885,600 00
Richmond, Fredericksburg & Potomac Railroad Company:		
Common stock		275,200 00
Richmond and York River Railroad Company:		
Preferred stock	$200,000 00	
Common stock	290,999 52	
		490,999 52
Southside Railroad Company:		
7 per cent. loan secured by mortgage	$800 000 00	
Interest due on same	280,000 00	
Common stock	803,500 00	
		1,883,500 00
Virginia & Kentucky Railroad Company:		
Common stock		103,448 69
Virginia & Tennessee Railroad Company:		
Loan	$1,000 000 00	
Interest on same	455,000 00	
Preferred stock	582,500 00	
Common stock	1,717 500 00	
		3,755,000 00
Marietta & Cincinnati Railroad Company,		
First-class preferred stock	$166,600 00	
Second-class preferred stock	35,850 00	
First and second-class preferred scrip	161 91	
		202,611 91
James River & Kanawha Canal Company:		
Common stock		10,400,000 00
Other navigation Companies		1,192,616 30
Interest in sundry plank-roads, turn-pikes and bridge companies		4,761,564 49
Claims against Chesapeake & Ohio Canal Company, about		900,000 00
Claims against Selden, Withers & Co		436,000 00

Of these various stocks, bonds and claims, some are worth about par, some are much below par, but constantly improving in value, while others are worthless.

Considering them in the order above named, it is probably safe to say that the bonds of the Alexandria, Loudoun and Hampshire railroad company are good, and that the full amount, $50,862,-40 will be paid. These bonds were given by the company in payment for stock held by the state, and sold to the company at $5 per share, and are secured by mortgage upon its franchise and real and personal property. There are three bonds of $16,594 13 each, and due respectively on the 7th day of April, in the years 1872, 1874, and 1877; and the terms of sale of the stock by the State, as well as the prosperous condition of the company, justify the confident expectation that they will be promptly paid at maturity.

The Blue Ridge railroad was built by the State at a cost of $1,744,723 23. By an act of the General Assembly, passed March 1st, 1867, the Chesapeake and Ohio railroad company was authorized to purchase the interest of the State in this work, "by the surrender of State bonds to an amount equal to the value of said road at the time of purchase under the contract with the Virginia Central railroad company, said amount to be ascertained by the commissioners of the Covington and Ohio railroad." The Chesapeake and Ohio railroad company have not yet completed the purchase of this interest, nor is it authoritatively known by the Board of Public Works that said commissioners have ascertained the amount which is to be paid by the same, although it is believed that the amount will be from one-third to one-half of the amount of said interest.

The Chesapeake and Ohio Railroad Company was formed by the consolidation of the Virginia Central and the Covington and Ohio Railroad Companies, under the law above mentioned, and succeeds to all the rights and liabilities of each of those companies. By the terms of said law, said company has "the right, at any time within two years of its organization, to purchase the stock held by the State in said company at the date of

the purchase, by transferring to the Board of Public Works, bonds of the State for an amount equal to the stock proposed to be purchased, and also to pay any debt which it may owe the State at the date of the payment, on account of loans made to any of the companies which may have consolidated, by surrendering to the Board of Public Works State bonds for an amount equal to the debt proposed to be paid."

The consolidation above referred to was perfected August 15, 1868, and by the terms of the above quoted law, the right of said company to purchase the stock or pay the debts which the State holds in and against the same, will expire on the 15th day of August, 1870. The debt due the State by this company for loans and interest on the same, and for the use of the Blue Ridge railroad, amounting to $460,147 24, is perfectly good, and will be paid. It is also hoped that this company will redeem the stock owned by the State therein, amounting to $2,013,987 50, as provided by the law above quoted. This company has been recently reorganized, and now numbers in its board of directors some of the ablest and wealthiest financiers, as well as some of the most experienced, energetic and competent railroad men in the country. The unfinished portion of the road is being put under contract, and the whole work, it is said, will be rapidly pushed to an early completion to the Ohio river. When completed, it will undoubtedly prove to be one of the most profitable and valuable public improvements of the country, and of immense commercial and pecuniary advantage to our State. It must soon become one of the great arteries through which will be poured the vast and increasing commerce of the Ohio and Mississippi valleys and the northwest to our own city and seaboard, as well as to cities and communities to the north of us. The interest of the State in this company, if not purchased by it, will, it is confidently believed, at no distant day rise to par in value; provided always, that the undertakings and representations of those now controlling this improvement are fully and promptly executed.

The Norfolk and Petersburg railroad company's bonds, held by the State and secured by a first mortgage upon its property, are worth nearly par. No dividends have been paid upon either the preferred or common stock since the war, but if the road continues to prosper and increase in its business and capabilities as it has for the past four years the stock will soon be as valuable as any railroad stock in the State.

The bonds of the Orange and Alexandria railroad company are also secured by first mortgage on the company's property, and rate much higher in the market than our state bonds. The Manassas Gap railroad has been transferred to this company, under an act of the General Assembly, passed February 14th, 1867, and the corporate name of the company changed to the Orange, Alexandria and Manassas railroad company; and in that transfer the State surrendered or donated to this company its interest in the original Manassas Gap railroad. The road from Manassas Junction has been rebuilt and extended to Harrisonburg, so that it now commands the business of a very large, wealthy and growing section of the State. No dividends have been paid upon either the preferred or common stock since the war, not is it safe to anticipate a resumption of payment of dividends for some years to come, although the business of the company is constantly improving and the stock daily increasing in value.

The Richmond and Danville railroad company's loans, amounting, with interest, to $658,987 02, are well secured, and may be reckoned among the solvent and best assets held by the State. This road has rapidly recuperated since the war, and with its large increasing business, ought to be able, in a few years, to resume the payment of dividends upon its common stock.

In the Richmond and Petersburgh railroad company, the interest of the State consists only of common stock, not now dividend-paying, but with the general increase of prosperity and business, it ought in a few years to be nearly or quite at par.

The stock of the Richmond, Fredericksburg and Potomac railroad company rates higher than any other railroad stock in the State, and will doubtless soon become dividend paying.

The Richmond and York River railroad company's preferred and common stock, held by the State, will not, for some time to come, prove a source of revenue to the State.

The State owns $800,000 of the seven per cent. mortgage bonds of the Southside railroad company, and on the 1st of January, 1870, the accrued and unpaid interest thereon amounted to $280,000. These bonds were originally secured by a first mortgage upon the property of the company, but the Legislature, by an act passed January 18th, 1866, authorized the company to issue and dispose of its bonds to an amount equal to an amount not exceeding the balance due upon a loan made to the company by the State under an act of the General Assembly passed February, 1853 (the same loan above mentioned), to be secured by a mortgage upon the property of the company, "the full force and effect of such mortgage to the State first above mentioned being hereby suspended, and the claims thereof are hereby postponed until the bonds issued under the mortgage herein authorized to be given in its place and stead, as aforesaid, shall have been paid." (See acts of Assembly, 1865-'6, pages 337-8.) The company by authority of this act, but notwithstanding the subrogation of this mortgage to the lien of the State, the claim of the State, amounting, with interest, January 1st, 1870, to $1,080,000, is considered a solvent asset, and it is believed the company will soon be able to resume the payment of interest thereon. The common stock, under the impulse of prosperity and the increasing business of the company, is constantly appreciating, and if the wise policy which now controls the management of this road shall continue, it will one day, not many years in the future, become a dividend paying stock.

The stock held by the State of the Virginia and Kentucky railroad company, amounting to $103,438 69, is at present valueless. Work upon this road will probably be soon resumed, and when completed this stock may become valuable.

The Virginia and Tennessee Railroad is one of the most valuable and important public improvements in the State. The volume of business has annually increased since the war, and if its success in the future shall continue to increase in the same ratio as it has during the past four years, within the next five years it will be able to pay a dividend upon its common stock. Its preferred, and even common stock, will, in four or five years, rate at or near par. A loan made by the State to this company, of $1,000,000, is claimed by the company to have been paid during the war, but this claim is disputed by the State and can only be settled by the courts. As soon as our courts are organized a statement of the facts can probably be agreed upon by the State and the company, and the case be submitted to and decided by the proper tribunal. If judgment shall be given in favor of the State it will be paid by the company. The claim and interest amounted, on the 1st of January, 1870, to $1,455,000.

The stock of the Marietta and Cincinnati Railroad Company was obtained by the State from Selden, Withers & Co. It is improving in value but not worth par.

The interest in the James River and Kanawha Canal Company owned by the State, amounting to $10,400,000, is of no considerable marketable value. The State and private stockholders in this company could well afford, if authorized, to surrender gratuitously all its and their interests to any persons or corporation who would undertake, under suitable guarantees, to complete that important improvement. The interest of the "other navigation companies" is of no particular value.

The interest of the State in the various plank road and turnpike companies, amounting to $2,183,318 72, is comparatively worthless.

The claim of the State against the Chesapeake and Ohio Canal Company, being for interest paid on account of the bonds of that company guaranteed by the State, is in process of settlement; and the agents of the State who have the matter in charge, are confident that the State will soon realize therefrom, less expenses, nearly or quite the sum of $600,000.

From the claim against Seldon, Withers & Co., it is believed the State will realize about the sum of $150,000.

Relative to the claims against the State of West Virginia, for her proportion of the public debt, three commissioners have been appointed by this State, and provision has been made for the appointment of a like number by West Virginia, to adjust the same. It is hoped that an early settlement will be reached. Any discussion of the merits or amount of this claim would be out of place in this paper. It may not be improper to remark, however, that it would seem from the language of the act of March 21, 1867, that our general assembly were of the opinion that West Virginia ought to assume and pay one-third of the public debt.

From this brief review of the assets and securities held by the State, it will be observed that $2,612,776 37 are considered of equal or greater value than State bonds at present quotation, consisting of the following items, viz:

Bonds Alexandria, Loudoun and Hampshire Railroad Company...	$50,862 40
Bonds Chesapeake and Ohio Railroad Company, with interest, and inclusive use of Blue Ridge Railroad.....	460,147 24
Bonds of Norfolk and Petersburg Railroad Company, with interest.	141,371 82
Bonds Orange, Alexandria and Manassas Railroad Company, with interest.....	276,207 89
Bonds Richmond and Danville Railroad Company, with interest....	658,987 02
Stock Richmond, Fredericksburg, and Potomac Railroad Company.	275,200 00
Amount to be realized from claim *vs.* Chesapeake and Ohio Canal Company, less expenses, and claim *vs.* Seldon, Withers & Co.....	750,000 00
	$2,612,776 37

[The balance in the treasury is not included among these items, for the reason that a portion of it will necessarily be used to meet the current expenses of the government, and the disposition of the remainder is at the discretion of the General Assembly.] It will also be obeerved that of the assets, $10,048,267 91, it is hoped in a few years will be equal in value to State bonds, and will be available for the redemption of the State debt as follows:

Stock Chesapeake and Ohio Railroad Company.....	$2,013,987 50
Stock Norfolk and Petersburg Railroad Company.....	1,199,970 00
Stock Orange, Alexandria and Manassas Railroad Company.....	874,000 00
Stock Richmond and Danville Railroad Company.....	1,188,598 50
Stock Richmond and Petersburg Railroad Company.....	885,600 00
Stock South Side Railroad Co....	803,500 00
Stock Virginia and Tennessee Railroad Company.....	2,300,000 00
Stock Marietta ane Cincinnati Railroad Company.....	202,611 91
Bonds South Side Railroad Company, including interest.....	1,080,000 91
	$10,048,267 91

Deducting the amount of solvent assets which are immediately available for the redemption of the State debt, viz: $2,612,776 37, together with those which it is hoped and believed will become available for that purpose in a few years, viz: $10,048,267 91, from the gross amount of assets first above mentioned, leaves a balance of $21,-

302,233 62, which is now, and probably never will become, of much value to the State. But in addition to this large amount, the State has lost, abandoned, or surrendered and released the following large sums, viz:

Subscription paid to Covington and Ohio Railroad Company	$3,206,461 83
Subscription paid to Fredericksburg and Gordonsville Railroad Co	163,299 00
Subscription paid to City Point Railroad Company	110,000 00
Subscription paid to Blue Ridge Railroad Company say	1,100,000 00
Subscription paid to Manassas Gap Railroad Company	2,280,000 00
Subscription paid to Portsmouth and Roanoke Railroad Company	406,650 00
Subscription to Roanoke Valley Railroad Company	307,402 00
Subscription to Winchester and Potomac Railroad Company	270,000 00
Subscription to Alexandria, Loudoun and Hampshire Railroad Co	1,717,248 00
Subscription to Navigation and other Companies	298,032 05
Loss by Seldon, Withers & Co., and Chesapeake and Ohio Canal Co	580,000 00
	$9,739,092 00

Which, added to the amount above stated as comparatively valueless, makes the enormous sum of $31,041,326 50, or nearly the amount of the old State debt.

McKay Iron and Locomotive Works.

The McKay Iron and Locomotive Works, Jersey City, N. J., have commenced operations, and are now building five new locomotives for the New Jersey Southern Railroad. These machines are all made in duplicates, and are of the neatest pattern. Mr. McKay has built a great many locomotives in Boston, and he now has the best place to do business near New York. He is one of the most enterprising men in the country. His machines are equal to those of any other maker. We wish the company abundant success. They have entire new tools, of the latest patterns made by L. W. Pond of Worcester. The shops are well arranged, and Mr. McKay has all his patterns and drawings, and small tools, from his old works in Boston, which are of great value to the new concern. Mr. McKay has built 40 locomotives for the Central Pacific Railroad, 17 for the Chicago and Northwestern, 1 for the Central Railroad of Iowa, and many others. Mr. McKay's experience as a mechanic is not surpassed by any other mechanic in the country, and we are confident that his new enterprise in New Jersey will be a success. We append the following letter from Mr. Gilman, President of the Central Railroad of Iowa, which will give the character of the machine:

CENTRAL RAILROAD OF IOWA,
Marshalltown, Iowa, March 14, 1870.

N. MCKAY, ESQ.,
Jersey City, N. J.

MY DEAR SIR—Riding upon the Locomotive "Thos. Kensett" last night with Mr. Vedder, our M. M. he remarked that she had been out for 7 months without going into the shops for repairs, and would pull a bigger load than any 15+22 inch cylinder engine on our road. The "K." is 14+22. I write you this as in justice I believe it due you.

Very truly yours,
C. C. GILMAN, Pres't.

Illinois Central Railroad.

The statement of this Company for the month ending February 28, 1870, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	4,748.98 for	$49,884 87
Acres Int. Fund Lands sold	80.00 for	1,170 40
Acres Free Lands sold	..... for	.....
Total sales during month of Feb., 1870	4,828.98 for	$51,055 27
To which add Town Lot Sales		190 00
Total of all	4,828.98 for	$51,245 27
Cash collected in February, 1870		$157,571 20

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois 707 Miles.	In Iowa 258½ Miles.	Total. 965½ Miles.
Freight	$375,159 00	$62,370 00	$437,529 00
Passengers	118,837 57	23,649 45	142,487 02
Mails	6,375 00	1,029 08	7,404 08
Other sources	74,000 00	1,970 92	75,970 92
Total Feb., '70	$574,371 57	$89,019 45	$663,391 02
Total actual earn'gs, Feb. 1869	$461,698 64	$62,994 84	$524,693 48

☞ Another railroad is to be built in New Jersey the coming summer. The proposed road is to run from Tuckerton to Manchester, thence to Vincentown, Pemberton, Merchantville and Camden.

McKay Iron and Locomotive WORKS,
MANUFACTURER OF
LOCOMOTIVE ENGINES,
JERSEY CITY, N. J.
Iron Bridges of all Classes.
Office 119 BROADWAY, New York.

BORDEN & LOVELL
COMMISSION MERCHANTS,
70 and 71 West St., New York,
Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,
BORDEN MINING COMPANY'S
CUMBERLAND COALS.

RAILROAD SPIKES.
10,000 KEGS, BEST MAKE, 9-16th by 5½ inches For sale by
W. P. CONVERSE & CO.,
6m39 **54 Pine st.**

RAILROAD IRON.
4,000 TONS 50 LBS. ERIE PATTERN, BEST Clawshays make. Now in yard and for sale by
DANAS & LITCHFIELD,
18 William street.
4t49 **New York.**

J. MILTON HAGY,
Iron Commission Merchant,
And Contractor for
TIMBER AND OTHER RAILROAD SUPPLIES,
512 Walnut Street,
PHILADELPHIA.
RAILROAD CROSS TIES.

FOR SALE.
A STEAM EXCAVATOR, nearly new, combining all the latest improvements, manufactured by JOHN SOUTHER, South Boston, Mass. Has been in use only some six months. Will be sold cheap. It can be seen at Galesburg, Ill., and can be taken to any point by rail on the truck on which it stands, without taking down. For further particulars apply to
D. L. WELLS,
Milwaukee, Wis.

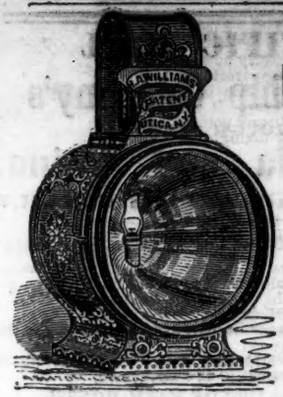
NOTICE IS HEREBY GIVEN, IN PURSUANCE of law, that a meeting of the Stockholders of the Beach Pneumatic Transit Company, for the purpose of increasing the capital stock of said company to ten millions of dollars, will be held at the office of the company No. 260 Broadway in the city of New York, on Saturday the ninth day of April, one thousand eight hundred and seventy, at one o'clock in the afternoon.
A. E. BEACH, JOSEPH DIXON, H. T. CASWELL, M. S. BEACH, F. H. BETTS, } TRUSTEES.
NEW YORK, *March 12th*, 1870.

LARGE PEREMPTORY SALE.
Very Valuable Machinery.
RICHARD NORRIS & SON'S LOCOMOTIVE WORKS,
17th Street between Pennsylvania Avenue and Spring Garden Street.,
PHILADELPHIA, PENN.'
THOS. BIRCH & SON, Auctioneers.

On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Plaining Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Sloting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams—graduated to weigh 16 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron $50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket, Machine, Wood Plaining machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.
THOS. BIRCH & SON,
Auctioneers, No. 1110 Chestnut St.,
8t11 **Philadelphia, Pa.**

49 Walnut St., Cini., O.
CHEAP PAINTING.—
1/2 COST LEAD { 100 lbs. of the PECORA COMPANY'S COLORED PAINT (costing $12.50) will paint as much as 250 lbs. of Lead, and wear longer. For particulars address S. BOWEN, Sec'y., No. 150 North 4th St., Philada. or 75 Maiden Lane, N. Y.

STEEL STAMPS, NAME PUNCHES,
Letters & Figures, Brands for Burning, &c.,
For Railroads, Machinists, Engineers, &c.
Work Warranted A. 1.
ROBERT ROGERS, Stamp Cutter,
26 Spruce Street, S. E. Corner William, *New York.*
Orders by mail promptly answered.



I. A. WILLIAMS'
UTICA HEAD LIGHT WORKS,

UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured ,and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

JOHN F. TANNER. H. H. WALKER. JNO. McANERNEY, Jr.

TANNER, WALKER & McANERNEY,

63 BROADWAY, NEW YORK,

DEALERS IN RAILWAY SUPPLIES,

Are prepared to make Contracts for

Railroad Iron, English and American; Chairs, Spikes, Fish Bars, Bolts and Nuts; Locomotives; Passenger and Freight Cars, and Car Findings generally.

Portable and Stationary Engines; Car Irons Complete; Wheels and Axles; IRONS FOR RAILROAD BRIDGES; and other articles required by Railroad Companies.

SECURITIES OF ALL KINDS NEGOTIATED ON FAVORABLE TERMS.

STAR RUBBER CO.,

TRENTON, NEW JERSEY,

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS,

STEAM PACKING, &C.

The Springs manufactured by this Company, and stamped with their trade mark, are fully warranted; and any proving defective will be replaced at their own cost. Orders solicited, and samples forwarded on application.

W. W. WARD, Sec'y. J. J. BURGESS, Pres't

Locked Safety Valves,

TO

MASTER MECHANICS

AND

LOCOMOTIVE BUILDERS.

THE UNDERSIGNED OFFERS FOR SALE, SAFETY VALVES, effectually guarded against tampering, invented and patented by himself; patent bearing date Sept. 14th, 1869.

Said Valves are sold with Spring, Guard, Studs, and Nuts, complete, and all ready to put on to boiler domes. Price for size suitable for Locomotives, $27 50.

The Valve and Seat are made of hard composition. Spring of best cast steel.

The above Valve is sensitive, and is not liable to stick from corrosion; and is particularly well suited for large stationary and marine boilers, giving large area for escape of steam, and requiring a short lever, and light weight or spring, for holding Valve against pressure.

GEO. F. MORSE,
Supt. Portland Locomotive Works,
PORTLAND, MAINE.

IMPORTANT TO OWNERS OF STEAM BOILERS.

SCALE IN STEAM BOILERS REMOVED WITHOut loss of time or injury to the iron.
Send for Circulars to

GEO. W. LORD,
107 West Girard Ave.,
3m11 **Philadelphia, Pa.**

HAMILTON
RUBBER WORKS.

C. V. MEAD & CO.,

MANUFACTURERS

OF

C. V. MEAD. R. L. HUTCHINSON.
R. S. MANNING. G. W. NORTON.

Post Office Address, Box 588,
TRENTON, N. J.

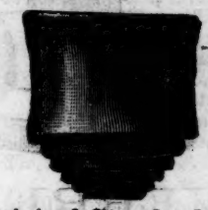
ROPER CALORIC ENGINE CO.,
No. 46 Cortlandt st., N. Y.
New style Hot Air Engines. Send for Circular.

VOSE, DINSMORE & CO.,

National Spring Works,
1 Barclay St., New York.
15 La Salle-St., Chicago,

MANUFACTURERS OF

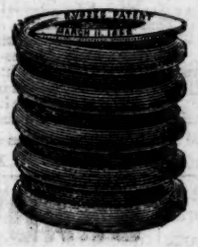
RAILWAY CAR SPRINGS.



The Original Standard Volute Buffer Spring.
Patented.—All others are Infringements.

Small Rubber Centre Groupe Spiral.

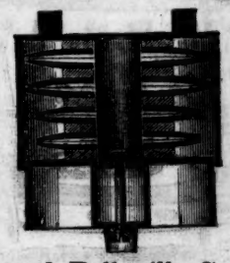
Large Rubber Centre Spiral.



Compound Spiral.

Soid India Rubber.

Double Volute Buffer.



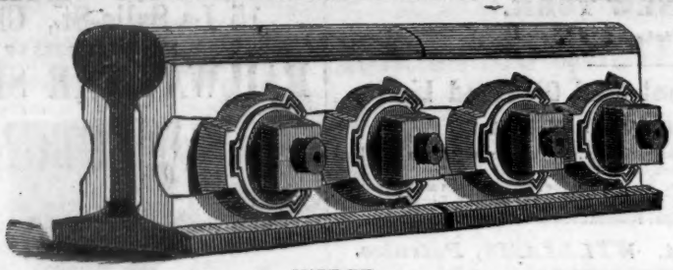
Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.

The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

The trade supplied from our Store, or from the Factory, New Britain, Conn,

TAYLOR MFG. CO.,
Exclusive Manufacturers, 73 Beekman St., N. Y.

PACIFIC MAIL
Steamship Company's
THROUGH LINE TO
California and China.

FREIGHT AND PASSAGE GREATLY REDUCED.

Through rates, New York to San Francisco:

First Class.	Steerage.
$125 to $170.	**$60.**

according to location of berth.

These rates include berths, board and all necessaries for the trip.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

April. 5, ALASKA, CAPT. GRAY, connecting with MONTANA CAPT. ———.

Steamer AMERICA, will leave San Francisco April 30, 1870, for China and Japan.

Freight for steamer ALASKA, received until 4 P. M. on MONDAY, April. 4. All usual facilities afforded shippers in collecting inland charges, &c

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

ENVELOPES.
SAMUEL RAYNOR & CO.,
115 & 117 William street, New York.

Manufacture every style of envelope, from the smallest drug size to the large t official; and any size, pattern, shape, or quality wanted for railroad companies, express and insurance companies, banks, bankers and brokers. All well made and gummed. Samples given when requested.

STAINED GLASS.
HENRY E. SHARP,
GLASS STAINER, EMBOSSER AND ENAMELER FOR
Car Builders and Railroad Companies,
147 & 149 E. 22d St., N. Y.

EDWARD W. SERRELL,
CIVIL ENGINEER,
64 & 66 BROADWAY,
NEW YORK CITY.
Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

$18 IMPROVED
WALTHAM WATCHES.

GET THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive **PRICE LIST**, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, **$18.** In 18k Gold Cases, **$80.** Ladies' Size, **$70.** Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FREE OF CHARGE. H. O. FORD & CO.

Eight years with American Watch Company, 84 Tremont street, opposite Tremont House.

Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich Street, Hempstead, Long Island N. Y.